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Tuesday, March 28, 1967
Chaitra 7, 1889 (Saka)

LOK SABHA DEBATES

(First Session)

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LOK SABHA

Tuesday, March 28, 1967/Chaitra 7, 1889 (Saka)

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

Import of Foodgrains Under PL 480

+

*79. **Shri Indrajit Gupta:**
Shri Bibhuti Mishra:
Shri K. N. Tiwary:
Shri C. Janardhanan:
Shri P. C. Adichan:
Shri Vasudevan Nair:
Shri Onkar Lal Berwa:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether Government have entered into any new agreement for the import of PL. 480 foodgrains from U.S.A.;

(b) if so, the terms of the new agreement; and

(c) the quantum of import to be made under the new agreement and the total value thereof?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) Yes, Sir.

(b) and (c). An agreement was entered into with the Government of U.S.A. on the 20th February, 1967 under the U.S.A.'s Agricultural Trade Development and Assistance Act of 1954 (PL-480) as last amended by the Food for Peace Act of 1966. The Agreement provides *inter alia* for the supply of 1,200,000 Metric tons of wheat/wheat flour and 800,000 Metric tons of grain sorghums (milo). Details are as follows:

Commodity	Supply period (United States fiscal year)	Appropriate Minimum quantity (Metric tons)	Maximum Export Market value (in million)
Wheat/wheat flour	1967	1,200,000	$ 79.8
grain sorghum (Milo)	1967	800,000	$ 42.3

This agreement provides for sale entirely against local currency.

Shri Indrajit Gupta: This agreement was, according to the Minister, signed on 20 February. May I draw his attention to the fact that on 2 February, a little more than two weeks before this agreement was signed, the U.S. President in his message to the U.S. Congress on the question of food aid to India—my question arises out of that—said:

"The developing nations can no longer take food supplies for granted, while they concentrate on industrial development alone or spend vitally needed resources on unnecessary military equipment".

Two weeks after this the agreement has been signed. I want to know whether this official statement of the U.S. President does not clearly indicate that this agreement, the text of

which is not made available to us, implies that this food is being supplied to India on the basis of an undertaking that we will not concentrate on industrial development or spend vitally needed resources on what is called unnecessary military equipment. Have we accepted such an undertaking?

Shri Annasahib Shinde: Whatever may be the views of the U.S. Government or the President, we do not necessarily subscribe to all their views. It has already been made clear that we wi'l do nothing which will endanger our sovereignty.

Shri Indrajit Gupta: I would like to know what are the terms of this agreement? Is there any protocol attached to the agreement? If so, will it be laid on the Table so that we can be satisfied.

Shri Annasahib Shinde: I do not think in the public interest it can be done.

Shri A. B. Vajpayee: On a point of order. What public interest is involved?

Shri S. A. Dange: It is the public which consumes the wheat, not the Government.

The Minister of Food and Agriculture (Shri Jagjiwan Ram): I do not think there is anything in the agreement which precludes the Government of India from emphasising the development of industry in this country. At the same time, we will have to emphasise the development of agriculture so that we become self-sufficient in the matter of foodgrains at the earliest opportunity.

Shri A. B. Vajpayee: That is not the point.

Mr. Speaker: They want to know whether a copy of the agreement will be laid on the Table.

Shri Jagjiwan Ram I cannot say offhand; I wi'l examine it and let the Chair know.

Shri Indrajit Gupta: On a point of order. The hon. Minister, Shri Jagjiwan Ram, has made a definite statement that it is not in the public interest.

Shri Jagjiwan Ram: I did not say so at all.

Shri Indrajit Gupta: Unless there are any secret clauses which they consider should not see the light of day, why should they plead public interest?

Shri Jagjiwan Ram: I am not pleading public interest. I have said that I will look into it and let you know whether it was possible to place it on the Table.

Shri Indrajit Gupta: That means there is somehing fishy.

Shri A. B. Vajpayee: It is not for the Government to claim whether the disclosure of that agreement will be in the public interest or not. It is for the Chair to be satisfied whether the agreement should be laid on the Table or not.

Mr. Speaker: Therefore, he has said that he would submit it to me.

Shri A. B. Vajpayee: Why this contradiction, then, between the Minister and his colleague?

Mr. Speaker: I think we should be satisfied with this now.

श्री क० ना० तिवारी : रिव्यू आफ़ फूड स्केअरसिटी सिचुएशन इन इण्डिया में लिखा गया है कि देश में 6 मिलियन टन की कमी होगी उसमें से पी० एल० 480 के अन्दर जो एग्रीमेण्ट हुआ है सेकेण्ड हाफ आफ दी पीरियड मे 2 मिलियन टन अमरीका देगा। बाकी जो 4 मिलियन टन की कमी होगी वह कहां से पूरी की जायगी ? क्या दूसरे देशों से इस सिलसिले में कोई नैगोशियेशन्ज़ की जा रही है या इन्टरनल प्रोक्योरमेन्ट से इसको पूरा किया जायगा इस सम्बन्ध में गवर्नमेंट की क्या पोजीशन है ?

Shri Annasahib Shinde: What we have indicated is that our requirements from June onwards till the end

at the next year may be to the tune of six millions tons more. We are trying to find out from where we could get this quantity. The U.S. Government has announced that it would be prepared to give three million tons more provided there is matching allotment from other countries.

Shri Jyotirmoy Basu: So we go begging round the world.

Shri Annasahib Shinde: I am giving factual information. We shall try to get from Canada, Australia and other countries whatever we could get.

Shri C. Janardhanan: In view of various complaints about the utilisation of PL-480 funds by the U.S.A; will the Government take immediate steps to stop any subversive activities by the utilisation of PL-480 funds by US intelligence agency or other agents?

Shri Annasahib Shinde: Such instances have not come to our notice.

Shri P. C. Adichan: May I know whether the Government is assuring itself that there will be no need to import foodgrains after 1971?

Shri Annasahib Shinde: Yes, Sir; that has been our approach to the problem; importing foodgrains is becoming more difficult and unless we become self-sufficient, there will be great difficulties. That has been announced by the Government.

Shri Vasudevan Nair: Following up the question by my friend Mr. Adichan in the statement circulated to us yesterday, Government says that the total import of cereals during 1966 was 10.4 million tons as against 7.5 million tons in 1965 and 6.3 millions tons in 1964. The imports are steadily going up year after year. How can they stop imports by 1971 and what steps are they taking to do this?

Shri Annasahib Shinde: The hon. Member is aware that we had two successive years of drought. Because of that our import figures have gone high. Our main plank in increasing production is the use of scientific methods, science of genetics, fertilisers, modernisation of agriculture and some other steps.

श्री ओंकार लाल बेरवा : श्रीमन् मैंने राजस्थान में देखा है कि पी० एल० 480 के तहत जितना गेहूं आता है वह हाथ से मसलने पर भूसी की तरह उड़ जाता है तो क्या सरकार ने कोई सैम्पुल उनको बतलाया कि इस सैम्पुल के अनाज को लाना चाहिए या वह भूसी ही लावेंगे ? कैसा अनाज आये इसका क्या कोई नमूना सरकार ने बतलाया है ?

Shri Annasahib Shinde: We check up the wheat that we received from the USA and other countries at various points; we tried to find out whether it is fit for human consumption or not, and if there is any specific complaint of the hon. Member, we will see that it is done properly. But by and large, recently, we have no such complaint.

श्री ओंकार लाल बेरवा : आप ने भी कभी खाया उसको ?

श्री मधु लिमये : मेरा व्यवस्था का प्रश्न है। खाद्य मन्त्रालय से शायद इनका पहले से संबंध रहा है। पिछली बार बरसाती सत्र मे श्री सुब्रह्मण्यम् को माफी मांगनी पड़ी थी क्योंकि उन्होने यहां पर कहा था कि अमरीका मे हम अनाज का निरीक्षण करने का जांच करने का काम करते है। मैंने उसका खण्डन किया था सबूत के साथ और तब उन्होंने माफी मांगी थी और यह कबूल किया था कि अमरीका में खरीदे अनाज का इंसपैक्शन करने का कोई इनका इन्तजाम नहीं है जबकि अरबों रुपये का गेहूं हम लोगों ने मंगाया। अभी जैसा कि उन्होंने फरमाय कि वेरियस प्वाइंटस पर अनाज को "चैक" किया तो मैं जानना चाहता हूं कि क्या जहां से हम अनाज लाते हैं अमरीका के बन्दरगाहों का भी उसमें समावेश है...

Mr. Speaker: There is no point of order.

श्री शिव नारायण : अध्यक्ष महोदय मैं सरकार से यह जानना चाहता हूं कि वह इस पी० एल० 480 को कब सलाम करेगी और अमरीका के अलावा क्या सरकार ने और किन्हीं सोशलिस्टिक कण्ट्रीज़ से भी दरख्वास्त की है कि वह आप की मदद करे ?

Shri Annasahib Shinde: We have approached even the socialist countries for that. As I have already submitted, our plan of approach to this problem is that we should try to become self-sufficient as early as possible.

Shri P. Venkatasubbaiah: May I know whether the attention of the Government has been drawn to a statement made by Shri Annadurai, Chief Minister of Madras, that he will contact the Burma Government for the supply of rice in lieu of the compensation that has to be given to the repatriates from Burma, and if so, what is the reaction of the Government?

Shri Jagjiwan Ram: I have seen that report in the newspapers today. Shri Annadurai is coming here. If he has any such proposal, we will discuss that.

Shri S. A. Dange: May I know from Government how many times since 1952 they have set up such heroic deadlines and have failed in that? (*Interruption*). He should give us the information.

श्री मधु लिमये : बैठे क्यों हैं, कोई काबीना का सदस्य उठे ।

Mr. Speaker: I think he wants notice for that.

Shri S. Kandappan: Does he say it? You are saying so on his behalf.

Mr. Speaker: I meant that he may not be able to collect all of a sudden. (*Interruption.*)

Shri Kanwar Lal Gupta: Will he inform the House about this?

श्री मधु लिमये: बहुत मुश्किल है । आप की बात बिलकुल ठीक है यह काम इन मंत्रियों के लिये बड़ा मुश्किल है ।

Shri Hem Barua: The hon. Food Minister just now said that he would look into the agreement before deciding to place it on the Table of the House. Since the agreement has been signed, may I know what is there to look into it? Did he sign the agreement without looking into it or is there something fishy in the agreement that he wants to hide from the Members of Parliament?

Shri Jagjiwan Ram: It is quite obvious. I have only recently taken over the Food Ministry. To be very frank, I have not examined the entire agreement. I am not pleading privilege "in the public interest." As I said, we will go through it and if necessary I will talk to the Chair and inform the House.

Mr. Speaker: Question No. 80.

Shri Hem Barua: Sir, on a point of order.

Shri Jyotirmoy Basu: I have a very important question about the trade ban. (*Interruption.*)

Mr. Speaker: He has put enough number of questions.

Shri Jyotirmoy Basu: I have not, Sir.

Several hon. Members *rose*—

Mr. Speaker: There are 50 people wanting to have the chance. How can I help it? Next question.

Concessional Imports after 1971

***80. Shri Yamuna Prasad Mandal:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that the Government of India have taken a firm decision that no concessional imports of wheat would be sought after 1971;

(b) whether the Government have fixed the dead-line of 1971 for self-sufficiency for foodgrains;

(c) whether a crash programme for increasing food production has been prepared for the year 1967-68; and

(d) if so, the details thereof?

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri D. Ering): (a) and (b). Yes, Sir.

(c) and (d). A statement is laid on the Table of the House.

STATEMENT

The principal elements of the Agricultural production programmes in 1967-68 are as under:—

(i) High Yielding Varieties Programme will be undertaken over 15 million acres.

(ii) Multiple Cropping Programme will be organised over nearly 7.5 million acres.

(iii) Fertilisers to the extent of 13.5 lak tonnes of Nitrogen, 5 lakh tonnes of P^1O^2 and 3 lakh tonnes of KO^2 will be made available for the various programmes.

(iv) An additional area of over 3.5 million acres will be covered by Minor Irrigation works.

(v) The area to be benefitted by plant protection measures will be extended to 126 million acres (gross).

(vi) Benefit of soil conservation measures on agricultural lands will be extended to an additional area of 3.9 million acres.

(vii) Supporting arrangements for the supply of inputs (e.g., seeds, pesticides, machinery & credit) training of extension personnel and of farmers, have also been made.

श्री यमुना प्रसाद मंडल : 1971 के पश्चात् रियायती दर पर आयात सम्बन्धी मेरे प्रश्न के उत्तर में मन्त्री महोदय ने एक स्टेटमेंट सभा की टेबुल पर रक्खा है । मैं जानना चाहता हूं कि सन् 1971 और उसके बीच में मन्त्री महोदय कोई भूमि सुधार सम्बन्धी क्रान्तिकारी क़दम भी उठाने जा रहे हैं ? प्रश्न के भाग (ख) के बारे में मन्त्री जी ने कहा है :

"An additional area of 3.5 million acres will be covered by minor irrigation works."

तो क्या मन्त्री जी बतलायेंगे कि उत्तर प्रदेश और बिहार में जहां कि बड़े पैमाने पर भूमि के वास्ते सिंचाई का प्रबन्ध नहीं है, सूखा पड़ा हुआ है वहां के के लिए वह लघु सिंचाई की योजना अर्थात् माइनर इर्रीगेशन स्कीम्स को इंटेंसिफ़ाई करेंगे ?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): As far as the drought affected areas of U.P. and Bihar are concerned, we have large programmes of minor irrigation. We have also conveyed it to the Bihar Government that financial limitations would not come in the way of relief activities like minor irrigation which they consider esirable to undertake. Moreover, we have plan schemes for bringing large areas under minor irrigation both in U.P. and Bihar.

श्री यमुना प्रसाद मंडल : अध्यक्ष महोदय, क्रान्तिकारी भूमि सुधार अब से और 1971 के बीच में क्या करने जा रहे हैं उनका कोई जवाब नहीं आया ?

What about the programme regarding land ceiling and land reforms?

Shri Annasahib Shinde: If the hon. member cares to look into the statement laid on the Table, he will find that our main approach has been explained in that. Land reforms is a

different problem which can be discussed differently. There also our approach has been that land reforms should be implemented. By and large in a number of acreas they have been implemented. Where they have not been implemented, we are trying to persuade State Governments to take necessary steps.

Shrimati Lakshmikanthamma: How does Government propose to meet the need of fertilisers? Does it propose to import more fertilisers to meet the needs of the farmers?

Shri Annasahib Shinde: We have a two-prolonged approach. First of all, we wish to encourage indigenous production. The Ministry of Petroleum and Chemicals has a programme to increase our indigenous production. For our immediate needs, we are trying to see that according to our requirements the necessary quantities are imported. For 1967-68, the total requirements would be 13.50 lakh tonnes of Nitrogen, 5·00 lakh tonnes of Phosphate and 3·00 lakh tonnes of Potash. Out of these, 5 lakh tonnes of Nitrogen would be raised locally and the rest would have to be imported. 2·5 lakh tonnes of Phosphate would be indigenously produced and we will have to import the entire quantity of Potash.

Mr. Speaker: All these details are not necessary in reply to a supplementary.

श्री रामसेवक यादव : मन्त्री जी के वक्तव्य में माइनर इरीगेशन वर्क्स का लघु सिंचाई योजना का जिक्र है तो मैं उन से जानना चाहूंगा कि इस लघु सिंचाई योजना में छोटे छोटे कुओं के निर्माण को भी शामिल किया जाता है यदि हां, तो जो बिल्कुल सूखा पड़ा है उत्तर प्रदेश और बिहार में तो क्या इन राज्यों की ओर से और केन्द्र की ओर से भी छोटी सिंचाई योजना में कुओं के निर्माण के लिए धनराशि दी गई है यदि हां, तो क्या इस तरह की भी शिकायतें मन्त्री महोदय को मिली हैं कि जिला स्तर पर जो कुएं खुदते हैं वे केवल कागज़ पर ही रहते हैं खाली झंडियां लगा दी जाती हैं और जब अधिकारी आते हैं तो वह झंडियां देख कर समझ लेते हैं कि इतने कुए खुदे हैं। अब अगर इस तरह से यह कार्य चलेगा तो कैसे काम चलेगा ?

खाद्य तथा कृषि मन्त्री (श्री जगजीवन राम) : इसका क्या जवाब दिया जाय ?

Shri Bal Raj Madhok: Because the Government of India has taken up a number of projects at a time like insecticide, pesticides, fertilisers, etc., we do not have enough funds to go round. In view of this and in view of the fact that the need for increasing food production is very imperative, will Government divert all the funds from these comparatively less important schemes like insecticides, pesticides, etc. and concentrate entirely on water-spuply and minor irrigation? The immediate pressing need of the cultivotor is water. Will Government divert all the funds to providing water to the cultivator?

Shri Jagjiwan Ram: All these factors are important for development of agriculture. But I may assure the House that I want to lay the greatest emphasis on irrigation—minor and major—and my effort will be to have as many minor schemes as possible completed within the shortest possible time to that we can have immediate results in agriculture.

श्री रामसेवक यादव : मेरा निवेदन सुन लें। मैं कोई प्रश्न करने नहीं जा रहा हूं। मैंने जो प्रश्न किया था वह लघु सिंचाई योजना के बारे में था। मन्त्री महोदय ने उस का कोई जवाब नहीं दिया। लघु सिंचाई योजना पर जब पैसा खर्च किया गया है तो उसकी प्रगति क्या है यह जानकारी मैंने चाही थी।

Mr. Speaker: There is no answer to that.

श्री द्वा० ना० तिवारी : विगत वर्षों में सघन खेती के लिये जो क्रैश प्रोग्राम इस्तेमाल किये गये थे और हर प्रान्त में कुछ जिले लिये गये थे उनमें क्या हुआ, उन में

खेती में कितनी प्रगति हुई और कितना अब उपजा ? क्या गवर्नमेंट के पास कोई जानकारी है कि कोई काम हुआ है या नहीं और यदि हुआ है तो उपज पहले से कितनी अधिक है ?

Shri Annasahib Shinde: Perhaps the hon. Member is referring to intensive agriculture districts or package districts. Evaluation teams have looked into it and we find that the adoption of package districts has helped us to raise agricultural production quite substantially. The rate of growth in those districts is much higher than in other areas.

Some hon. Members *rose*—

Mr. Speaker: Next Question—Shri Yashpal Singh—(*Interruption*)

Shri S. Kandappan: Sir, I have been doing sufficient exercise in trying to catch your eye.

Mr. Speaker: I cannot call all hon. Members who express a desire to put supplementaries on one question.

Shri S. Kandappan: I have been repeatedly standing up and sitting here....

Mr. Speaker: Order, order. The hon. Member may please resume his seat.

Shri S. Kandappan: I wanted to put a supplementary on question No. 79. I failed to catch your eye. Again on question No. 80 I was standing up trying to catch your eye. Yesterday also the same thing was repeated.

Mr. Speaker: If a hundred hon. Members get up to put supplementaries on one question, should I give a chance to all the hundred? I am giving only one supplementary to one hon. Member. Shri Ram Sewak Yadav wanted to ask something and I allowed him. On the second question the leader of a party wanted to ask something and I gave him a chance. I am not allowing the same hon. Member to put supplementaries on all questions. It would not be possible for me to call all hon. Members who get up to put supplementaries on any one question. If I allow that, it will not be possible for us to take up even four questions during the whole Question Hour..... (*Interruption*). Order, order The hon. Member may please sit down; I am on my legs. Shri Gupta wanted to put a supplementary and he was given a chance. It is not that I am allowing to put a supplementary on all questions (*Interruption*). If you so desire I am prepared to call all hon. Members who get up to put supplementaries on any question. I will allow all hon. Members to put supplementaries and go to the next question only when there is none desirous of putting a supplementary on the previous question. I have no objection. But in that case we may be able to take up only one question. I am in the hands of the House. From this side also a number of them got up. I called only Shrimati Lakshmikanthamma and Shri D. N. Tiwary; the rest of them had to sit down. From the other side also many got up. I am prepared to accept, if that is the suggestion of the House, that I should call all those who get up. I have absolutely no objection but, in that case, as I have already said, we shall answer only one question per day ...

Shri S. Kandappan: Whereas two or three supplementaries have been allowed to hon. Members form certain groups, not a single Member from my group has been allowed to put a supplementary.

Mr. Speaker: The hon. Member will please sit down. He cannot claim any greater privilege than any other Member of this House. For me all hon. Members are alike.

Shri S. Kandappan: But this is gross injustice.

Mr. Speaker: It may be so. He may condider it like that. I have called the next question (*Interruption*).

Shri Tulsidas: Sir, I would suggest that you may call one Member from this side and one from that side, then one from this side and so on.

Shri Manubhai Patel: Also back-benchers.

Mr. Speaker: I will do that in future. I will call one from this side, then one from that side and so on.

Agricultural Engineers

*81. **Shri Yashpal Singh:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether there is a dearth of agricultural engineers in India at present;

(b) if so, the reasons therefor; and

(c) the steps taken by Government to meet the shortage during the Fourth Five Year Plan?

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri D. Ering): (a) Yes.

(b) There were only two agricultural institutions in the country till the beginnig of Third Plan with low admission capacities, offering degree courses in agricultural engineering.

(c) (i) To meet the anticipated shortages of Agri. Engineers, Agriculture Engineering Colleges were started in the Agricultural Universities in Punjab, Uttar Pradesh and Rajasthan during the Third Plan.

(ii) the admission capacity of the existing colleges are being enlarged.

(iii) During Fourth Plan a new agricultural engineering college was started in the Agricultural University of Orissa in 1966 and is being started in J. N. K. Vishva Vidyalaya (Madhya Pradesh) in July, 1967. Three more are expected to be started in the Agricultural Universities of Mysore, West Bengal (Kalyani) and Andhra Pradesh in later years of the current Plan.

श्री यशपाल सिंह : क्या सरकार यह बतला सकती है कि इस वक्त कितने इंजीनियर्स की डिमाण्ड है और कितने हमारे पास मौजूद हैं। इस कमी को हम लोग कब तक पूरा कर सकेंगे ?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): According to the requirements which have been worked out by the end of the Fourth Plan we will require 200 post-graduates and 600 graduates. We have at present facilities only for 20 post-graduates per annum and about 500 graduates by the end of the Plan. So, there is a substantial gap between the requirements and supply.

श्री यशपाल सिंह : बजाय इसके कि आप बाहर से इसका इन्तजाम करें, आप पूसा इन्स्टिट्यूट को इतना डेवेलप क्यों नहीं करते हैं कि वह हमारी एक साल की जरुरत को पूरा कर सके ।

Shri Annasahib Shinde: We are likely to have a number of institutes now. At present we are having five institutions—Allahabad Agricultural College, IIT, Kharagpur, UP Agricultural University. University of Udaipur and the Punjab Agriculture University. A few other States have engineering courses.

श्री ओंकार लाल बेरवा : अभी मन्त्री महोदय ने चार राज्य बतलाये उड़ीसा, मैसूर, महाराष्ट्र और उत्तर प्रदेश । राजस्थान ने आखिर क्या गुनाह किया है कि उसका नाम नहीं लिया गया ? अगर कृषि कालेज के लिये आप के पास कोई पैसा है तो मैं जानना चाहता हूं कि राजस्थान के बारे में क्या कोई व्यवस्था की गई है ।

Shri Annasahib Shinde: I have already referred to Udaipur. I did not know that hon. Member does not know that Udaipur is in Rajasthan.

Shri Manubhai Patel: Is there any proposal with the Government of opening an agricultural university in Gujarat to turn out more agricultural engineers?

Shri Annasahib Shinde: Our approach in this matter is very clear. We have suggested to all the State

Governments to open agricultural universities in their States. Most of the States have come forward to do that. I wish the Gujarat Government also comes forward to set up an agricultural university. Necessary assistance will be provided to them according to the pattern of assistance.

Shri Ram Kishan: May I know whether the hon. Minister has received any information from the Agricultural University of Punjab that they are prepared to take more engineers provided they are given more facilities by way of funds?

Shri Annasahib Shinde: We have the usual pattern of assistance for all the agricultural educational institutions. For developmental activities we give them substantnal grants So, if the request of the Punjab Agricultural University is within the frame work of the pattern of assistance, I think that necessary aid will be fortcoming.

श्री बूटा सिंह : लुधियाना में जो कृषि विश्वविद्यालय है उससे जो लोग बी० एस० सी० कर के जाते हैं उन्हें जो वेतन दिया जाता है वह बहुत थोड़ा है, जिसेकी वजह से वहा पर आन्दोलन, एजिटेशन हुआ। मैं जानना चाहता हूं कि सरकार ग्रेजुएट्स के जो वेतनमान हैं उन को बढ़ाने के लिये क्या प्रयास कर रही है?

Shri Annasahib Shinde: I would require notice for this question.

Shri Dhireswar Kalita: May I know whether any request has been made by the Assam Government for opening an agricultural university in Assam?

Shri Annasahib Shinde: Actually the position is that we are suggesting to the State Governments to establish agricultural universities and there is some reluctance on the part of some State Governments to set up these universities.

Shri J. M. Biswas: Sir, the question was very categorical. No specific answer has been given.

Shri Dhireswar Kalita: I know it for a fact that the Assam Government has made too many requests.

The Minister of Food and Agriculture (Shri Jagjiwan Ram): The scheme is to have one agricultural university in every State and the Indian Council of Agricultural Research, just on the pattern of the University Grants Commission, has a pattern of assistance to help these agricultural Universities. I wish, al lthe State Governments, where such Universities do not exist, will start an agricultural University as early as possible... *(Interruption)*.

Mr. Speaker: The question was whether the Assam Government has recommended the starting of an agricultural university.

Shri Jagjivan Ram: I will look into that. Whatever can be done to expedite it will be done.

Shri Randhir Singh: The Punjab University had its campus at Hissar. Now that Haryana is separated from Punjab, is the Minister considering upgrading the Hissar College to the status of a university?

Mr. Speaker: That is a separate question.

Fleet of Air India and Indian Airlines Corporation

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*83. **Shri S. C. Samanta:**
Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:

Will the Minister of **Tourism and Civil Aviation** be pleased to state:

(a) the number of aeroplanes and their make added to the fleet of Air India and Indian Airlines Corporation in the year 1966-67 so far; and

(b) whether these Corporations are running on profit and if so, the profit earned during the years 1964-65, 1965-66 and 1966-67 so far?

The Deputy Minister in the Ministry of Tourism and Civil Aviation (Shrimati Jahanara Jaipal Singh): (a) and (b). I lay a statement on the Table of the House.

Statement

(a) The details of aeroplanes added to the fleet of the two Air Corporations during the year 1966-67 are as follows:—

	Type of aircraft	Number
Air-India	Boeing 707-320B	1
	Boeing 707-320C	1
		2
Indian Airlines Corporation	Caravelles	2
	F.27 Friendships	3
	Viscounts (Second-hand)	2
		7

(b) The profits earned by the two Air Corporations during 1964-65, 1965-66 and 1966-67 are given below:—

(Profit(+) Loss(—))

Year	Air India	Indian Airlines
	(Rupees in lakhs)	
1964-65	(+) 304·15	(+) 133·01
1965-66	(+) 163·56	(+) 32·33
1966-67 (Estimated)	(+) 387·00	(—) 460·55

Shri S. C Samanta: From the statement I find that three units of F. 27 Friendship were bought during 1966-67. May I know what has been the fate of the surplus Friendships that the Government had after nationalisation?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): As far as I know there is no surplus Friendship; they are all being used.

Shri S. C. Samanta: May I know whether any attempt is being made to construct passenger aeroplanes in the country because we have to add to our fleet very often?

Dr. Karan Singh: The hon. Member knows that the Hindustan Aeronautics Limited is constructing Avros. They are passenger planes. The supply has been somewhat delayed but they are going to supply us nine planes in the course of the next two years.

Shri S. M. Banerjee: May I know whether it is a fact that the Hindustan Aeronautics Limited, Kanpur, promised to supply nine Avro-748s to the Indian Airlines Corporation but because after devaluation the cost of the imported components has gone up something has gone on about the price of Avro-748? I want to know whether that has been settled now.

Dr. Karan Singh: The matter is under negotiation with Hindustan Aeronautics Limited. It has been settled broadly and they have now decided to supply nine aircraft to us within the next two years, that is, 1967-68 and 1968-69.

Shri S. M. Banerjee: But nothing has been done.

Dr. Karan Singh: I admit, it has been delayed.

Shri M. R. Krishna: What is the reason for delay in signing the contract for Avro-748s which were to be introduced in the Indian Airlines Corporation in April and have the overhauling facilities at Hyderabad been completed?

Dr. Karan Singh: As I have already said, there was delay on the part of the manufacturers. That is now being speeded up. In fact, the inability of the manufacturers to give us the nine Avros has caused a great deal of dislocation We are actively pursuing the matter. With regard to the overhauling facilities at Hyderabad, I am afraid, I do not have the information ready.

Shri Hem Barua: In view of the fact that the IAC has unfortunately lost some of our Caravelles due to accidents, may I know what steps Government have taken so far to replace the Caravelles that have been lost by the IAC due to accidents?

Dr. Karan Singh: One Caravelle aircraft is going to be purchased this year. The Chairman of the IAC and the Financial Controller have been to Paris to speed up the negotiations, we hope to acquire this aircraft in the course of the next financial year.

Shri Hem Barua: That was not my question. On a previous occasion it

was said on the floor of this House that more Caravelle aircraft will be requisitioned, that is, in addition to the Caravalle fleet we had before the accidents. After the accidents, what steps have Government taken to replace those Caravelles that we have lost besides those they want to add to the existing fleet?

Dr. Karan Singh: The ones which were lost have already been replaced and the third is an additional one.

Shri Narendra Singh Mahida: May I know whether the I.A.C. has acquired two Viscounts from the Indian Air Force and, if so, what price has been paid for them?

Dr. Karan Singh: Two second-hand Viscounts were taken over from the I.A.F. The price is under negotiation and has not yet been settled.

Shri Swell: Is it a fact that many of the Viscount planes which the I.A.C. has got are running out their span of life and, if so, how many of them and what Government propose to do to replace them?

Dr. Karan Singh: This question of the Viscounts replacement is being looked into by an expert committee and it is an open question as to how many more years of life the Viscounts have. The report of the committee is expected to come in the next two months and then we will be able to say more.

Dr. Karni Singh: The hon. Minister said that there has been a great demand in the country for charter aircraft. It is very difficult to get charter aircraft from the Indian Airlines Corporation. May I know if the Government have proposals to buy twin-engine aircraft for charter purposes?

Dr. Karan Singh: The hon. Member is quite right in saying that there is a great demand for charter aircraft. We do not have any such proposal immediately. But the matter will certainly be considered.

Shri Indrajit Gupta: From the statement which has been laid on the Table, it appears that the profits of the Indian Airlines Corporation came down from Rs. 133.01 lakhs in 1964-65 to Rs. 32.33 lakhs in 1965-66 and the estimates in 1966-67 are that there will be a further loss of Rs. 460.55 lakhs. I do not know if this is a misprint. If these figures are correct, may I know what is the reason for this extraordinary fluctuation both in the actuals as well as in the estimates?

Dr. Karan Singh: I am sorry to say that this is not a misprint. The fact is that we do expect fairly substantial losses in the current year. There are several reasons for this. Devaluation has caused Indian Airlines Corporation losses on many counts, on interest on credit for foreign purchases, on spare-parts, on insurance, and so on. Then, our budget was based upon six Caravelles but one of them was lost and that also gave a severe set-back. Thirdly, there was a wage increase. The National Industrial Tribunal suggested that the I.A.C. rates should be brought to near-parity with Air India and that has cost us Rs. 15 crores. Forthly, there are the Daokta planes which are very uneconomical to run. But unless we are able to replace them, we have got to continue with them. Therefore, we are going with heavy losses. It is the combination of a number of factors that has caused this estimated loss in the current year.

Shri S. K. Tapuriah: The hon. Minister just now said about the non-profitable operations of Dakota planes. We have been hearing it for a long time. May I know what steps are being taken to replace them and by what time these operations will be stopped?

Dr. Karan Singh: The Avro is expected, sooner or later, to replace these Dakota planes. It is not easy to get aircraft for immediate replacement of these planes. We are anxious to replace them as early as possible because every Dakota that flies means a loss of revenue to the I.A.C.

Shri S. K. Tapuriah: My question has not been answered. We have been hearing it for the last three years. By what time will these operations be stopped?

Mr. Speaker: He cannot say that off-hand on a supplementary. It cannot be answered now as to how long it will take.

Shri S. S. Kothari: The hon. Minister may kindly tell us what he proposes to do to set the position right. We are losing public money every year in practically all the public sector undertakings.

Dr. Karan Singh: As I have said, the Avro planes are going to solve our problem to a considerable extent. We cannot stop all the services just because they are losing money. They have got to continue because it is a public utility. But the Avro planes are going to replace them as early as possible. As I said, it is unfortunate that the manufacturers delayed the completion of Avro planes.

श्री तुलशीदास जाधव : कौन सी एयर लाइन हिन्दुस्तान में नुकसान में है और वह कब से है और उसमें कितना नुकसान होता है। जैसे बम्बई-दिल्ली, बम्बई-कलकत्ता, दिल्ली-कलकत्ता, कौनसी लाइन है जिस के ऊपर नुकसान होता है ?

डा० कर्ण सिंह : अलग अलग कहना तो मेरे लिये बड़ा कठिन है कि कौन से रूट के ऊपर लास होता है। ओवर आल फिगर आई० ए० सी० की जो हैं वह आपके सामने है ।

श्री बलराज मधोक : मंत्री महोदय ने अभी कहा है कि जल्दी या देर से ऐंव्रो विमान वाइकाउंट्स को रिप्लेस करेंगे। मैं यह जानना चाहता हूं कि "जल्दी या देर से" का क्या मतलब है और क्या इस बारे में कोई फ़िक्स्ड टाइम-टबल नहीं है।

डा० कर्ण सिंह : मैं ने "जल्दी या देर से" इस लिए कहा है कि हमारे पास बहुत से डैकोटाज़ हैं और हमें इस फ़ैक्टरी से जितने ऐंव्रोज़ मिलेंगे, उतनी ही जल्दी हम डैकोटाज़ को रिप्लेस करेंगे। इस वक्त मैं इस से ज्यादा नहीं कह सकता हूं।

श्री शिव नारायण : मैं यह जानना चाहता हूं कि गोरखपुर, बनारस, लखनऊ और बरेली आदि जो छोटे छोटे स्टेशन हैं, इन को कब तक हवाई सेवा से कनेक्ट कर दिया जायेगा ?

डा० कर्ण सिंह : हमारा हमेशा यह यत्न रहता है कि जितना अधिक हो सके, हम अपनी हवाई सर्विसिज़ को बढ़ायें, लेकिन हमारे पास इतने विमान नहीं हैं कि कि हम हर एक स्थान पर हवाई सर्विस खोल सकें। इस प्रश्न पर हर साल विचार होता रहता है और जहां सम्भव हो, वहां हम हवाई सर्विस को खोल देते है।

श्री जार्ज फर्नेंडीज़ : जब फ़ाक्कर फ्रैंडशिप विमानों को खरीदा गया था, तब यह कहा गया था कि फ़ाक्कर फ्रैंडशिप विमान डैकोटा रूट्स पर चलेंगे और डैकोटाज़ को आहिस्ता आहिस्ता फ़ाक्कर फ्रेंडशिप के द्वारा हटाने का काम किया जायेगा। लेकिन मंत्री महोदय के आज के बयान से ऐसा लगता है कि ऐंव्रो–748 को डैकोटा की जगह पर लाने की व्यवस्था हो रही है। मैं यह जानना चाहता हूं कि इन दोनों में से कौन सी बात दुरुस्त है?

डा० कर्ण सिंह : हम ने पिछले साल तीन फ़ाक्कर फ्रैंडशिप विमान खरीदे हैं। ऐंव्रो की विशेषता यह है कि वे हमारे अपने देश में बनते हैं।

श्री एस० ए० डांगे : ऐंव्रो का इंजिन इंगलिश है। वह इंगलिश विमान है।

डा० कर्ण सिंह : इस लिए हमारा यह यत्न रहेगा कि हम ऐंवेरो को भी अपने काम में लायें। हम इन दोनों प्रकार के विमानों से डकोटाज़ को रिप्लेस करने की कोशिश करेंगे।

श्री रामेश्वर काबरा : मेरा एक व्यवस्था का प्रश्न है।

श्री आचार्य कृपलानी : मेरा निवेदन यह है कि जब फ़ाक्कर फ्रैंडशिप ख़रीदने की व्यवस्था हो रही थी, तब सरकार की तरफ़ से यह कहा गया था कि "फ़ाक्कर फ्रैंडशिप विल डिस्प्लेस डैकोटा प्लेन्ज"। अब यह कहा जा रहा है कि जब हम लोग आहिस्ता आहिस्ता ऐव्रो–748 को ख़रीद लेंगे, तब डैकोटाज़ चले जायेंगे। ऐसा मालूम होता है कि सरकार को डैकोटाज़ को रखना है और आई० ए० सी० को नुकसान से ही चलाना है, वर्ना पहली बात को अमल मे लाने के लिए काम होना चाहिए था।

डा० कर्ण सिंह : आई० ए० सी० चाहता है कि जितनी जल्दी हो सके, कोटाज रिप्लेस हो। इस मे दो विचार नही हो सकते हैं, क्योंकि डैकोटाज़ से हमे कोई लाभ नहीं होता है। अब प्रश्न यह उठता है कि डैकोटाज को किस प्रकार रिप्लेस किया जाये। हम ने पिछले साल तीन फ़ाक्कर फ्रेंडशिप खरीदे है। और दूसरे एव्रो है, जो हमारे अपने देश मे बन रहे है। जब हमे ये दोनो प्रकार के विमान मिल जायेगे, तब हम डैकोटाज को रिप्लेस करेंगे।

अपीजे शिपिंग कम्पनी

*84. **श्री मधु लिमये :** क्या खाद्य तथा कृषि मन्त्री 1 दिसम्बर, 1966 को अपीजे शिपिंग कम्पनी के बारे मे हुई आधे घंटे की चर्चा के सम्बन्ध मे यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने अपीजे शिपिंग कम्पनी के विरुद्ध, जिसने सरकार को धोखा देने का प्रयत्न किया था, कोई कानूनी कार्यवाही की है ;

(ख) क्या अन्य सरकारी विभागों को इस शिपिंग कम्पनी के साथ सरकारी स्तर पर कोई भी सम्बन्ध न रखने की सलाह दी गई है ; और

(ग) यदि नहीं, तो उसके क्या कारण हैं ?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) to (c). No such action has been taken so far. The matter is, however, being considered further by the Government.

श्री मधु लिमये : अध्यक्ष महोदय, अब सरकार की ओर से साफ कहा गया है कि अभी तक कोई कार्यवाही नही की गई है और मेरे प्रश्न की सूचना मिलने के बाद वह इस बारे मे सोचने लगी है। लेकिन यह मामला बहुत पुराना है। मैं पाटिल साहब के बयान मे से केवल दो जुमले पढ़ता हू। उन्होने कहा है :

"Referring to the SSP Leader's allegation of Shri Patil's complicity in the shortfall of rice imports from Burma during 1962 when he was the Union Food Minister, Shri Patil said, 'It is utter nonsense. Nothing of that type happened'. The entire matter had been disposed of at the level of the Under Secretary."

यह मैं 11 दिसम्बर, 1966 से भारत ज्योति से पढ़ रहा हू। आगे पाटिल साहब कहते है :

"The Under Secretary of the Food Ministry had received a report that on one of the ships some empty gunny bags were being transported in place of rice bags. As soon as this report was received, the official took appropriate action at his level. The matter did not come up to the level of even the Deputy Secretary."

हम लोग सितम्बर महीने से इस मामले का पीछा कर रहे हैं। फिर लोक सभा का जो

जाडे का सत्र हुआ, उसमें आध घंटे की बहस हुई। उसमें श्री सरकार के द्वारा सलतबयानी और असत्य-भाषण किया गया। अमीचन्द प्यारेलाल कम्पनी के बारे में—यह जहाजरानी कम्पनी उसी की है—कई मामले आए थे। अभी अभी कानून मंत्रालय ने उसको माफी प्रदान करने का काम किया है। इस बारे में एक अल्प-सूचना प्रश्न पूछा गया था, लेकिन मंत्री महोदय उसके लिए तैयार नही हुए। मैं यह जानना चाहता हूं कि जब इस कम्पनी के द्वारा केन्द्रीय सरकार के साथ चार-सौ-बीसी करने का प्रयास किया गया था—यह श्री गोविन्द मेनन ने स्वय पिछली बार कहा था—तो अभी तक उसके खिलाफ कोई कार्यवाही क्यो नही की गई है और उसको काली सूची मे क्यो नही डाला है। 1963 मे एक दफ़ा उसको काली सूची मे डाला गया था, लेकिन बाद मे उसको वापस ले लिया गया। इस तरह कैसे चलेगा? मतदाताओ को गुमराह करने के लिए पाटिल साहब ने मेरे खिलाफ मुकदमा चलाने की धमकी दी थी। अब सारी बाते निकल रही है। (*Interruption.*)

एक माननीय सदस्य : माननीय सदस्य लेक्चर दे रहे हैं या सवाल पूछ रहे हैं?

श्री मधु लिमये : चुप बैठो, नही तो आप की भी वही दुर्गति होगी, जो पाटिल साहब की हुई है।

Shri Annasahib Shinde: I have already submitted that the matter is being further considered. The Ministry of Iron and Steel had issued an order banning transactions with Messrs Surendra Overseas (Private) Ltd. in May, 1966. But against this order, the firm and its allied concerns filed a writ petition in the Calcutta High Court, and the Calcutta High Court has subsequently issued a stay order not to implement this order. We are examining the implications and seeing whether we can proceed in this matter. I have already stated in the main answer that we are examining it further in all its implications.

श्री मधु लिमये : [illegible] चूंकि अब यह मामला अदालत में आ गया है, इसलिए क्या मंत्री महोदय इससे सम्बन्धित सब कागजात आपको दिखाकर, आप से बात करके, सदन के टेबल पर रखेंगे, जिससे समूचे सदन को और देश को सत्य बातों का पता लगे, क्योंकि इस मुकदमे का इस्तेमाल मेरी जुबान को बन्द करने के लिए और चुनाव जीतने के लिए किया गया है, इसलिए यह जरूरी है कि इससे सम्बन्धित वे सारे कागजात जो सरकारी फाइलो मे है, आपको दिखाकर सदन के पटल पर रखे जायें।

खाद्य तथा कृषि मंत्री (श्री जगजीवन राम): जैसा कि अभी मंत्री ने बताया है, यह प्रश्न आने के बाद मैंने इस मसले को देखा और देखने के बाद मैने मुनासिब समझा कि इसको ठीक तरह से देखकर इस बात पर फिर से विचार करने की आवश्यकता है कि इस बारे मे हम क्या कार्यवाही कर सकते है और इसीलिए यह जवाब दिया गया हैं कि इस मामले को जल्दी ही कानून मत्रालय के पास भेजकर, उसको दिखाकर, यह देखा जाये कि हम कानूनी तरीके से या विभागीय तरीके से क्या कार्यवाही कर सकते है। यह मामला किसी कचहरी मे नही है। मत्री ने जिस सम्बन्ध में कचहरी का जिक्र किया है, वह इस मालिक के किसी अन्य कम्पनी के सम्बन्ध मे है, जो कि अलग है।

श्री मधु लिमये : मैं जानता हू। आप अपने मत्रियो को सिखाया करे।

Shri Annasahib Shinde: I was absolutely clear

श्री जगजीवन राम : यह मामला अभी किसी कचहरी मे नही है, क्योकि कोई कानूनी कार्यवाही नही की गई है। मैं जल्दी ही इस बारे मे कानून मत्रालय से राय लेना चाहता हूं कि हम क्या कानूनी कार्यवाही या विभागी कार्यवाही कर सकते है।

Shri S. M. Banerjee: The hon. Food Minister is aware that this was one of the scandals which has cost Shri S. K. Patil his job. May I know whether after seeing all the papers, the hon. Minister will refer the matter either to the CBI or to the CIB for a fuller inquiry, because we have information that not only Shri S. K. Patil but many senior members are involved in this particular deal?

Shri Jagjiwan Ram: I do not think that that would be necessary. The only question is whether on the material that is available and the allegations that have been made, some legal action can be taken against the party or some departmental action can be taken. Therefore, as I have stated already, I shall consult the Ministry of Law as to whether legal or departmental action can be taken and if so, how soon it can be taken.

Shri Surendranath Dwivedy: I understood from the reply of the Minister that they are consulting legal experts and taking legal advice as to whether any legal action could be taken But it is fairly established that this company cheated Government. What prevented Government from blacklisting this very company without any delay? That could be done easily. Why have not Government done it yet?

Shri Jagjiwan Ram: The hon. Member has not listened to the hon. Minister of State. When that action was taken against another concern of the same company, it was taken to the High Court. Therefore, perhaps as a matter of abundant caution, that step was not taken. But we are going to examine the matter very carefully.

श्री रामसेवक यादव : अध्यक्ष महोदय, मंत्री महोदय ने विभागीय कार्यवाही का जिक्र किया कि वह गृह मंत्रालय से बातचीत करके विभागीय कार्यवाही भी करेंगे और दूसरी कार्यवाही भी करेंगे तो विभागीय कार्यवाही जो होगी क्या उसका असर अपीजे कम्पनी पर भी पड़ेगा या सम्बन्धित अधिकारियों पर ही पड़ेगा और यदि केवल सम्बन्धित अधिकारियों पर ही पड़ेगा तो अपीजे पर क्या कार्यवाही करने जा रहे हैं ?

श्री जगजीवन राम : विभागीय कार्यवाही का असर दोनो पर ही पड़ सकता है

Shri K. Lakkappa: The hon. Minister stated that action will have to be taken and they are considering it. In view of the seriousness of the matter, I want to know whether legal action is contemplated under the Penal Code or only under the Civil Procedure Code. Here is a case of a company cheating Government and such a case comes under the Penal Code. Is the Government contemplating action under the Penal Code?

Shri Annasahib Shinde: Whatever action is suggested by the the legal experts or the Law Ministry, that will be taken.

Shri D. N. Tiwary: Are Government aware that this whole matter was referred to the Vigilance Commissioner for his opinion as to naming the company and banning it from further contracts with government departments, and the Commissioner was of the opinion that as no action was taken against the officer concerned, no action lay against the firm? May I know whether any action has been taken against the concerned officer?

Shri Jagjiwan Ram: I shall look into this aspect.

Shri Hem Barua: In view of the fact that the Apeejay Shipping company has built up an empire of industrial interests by deceiving Government on many an occasion as also the fact that it is harbouring Pakistani nationals who are actively engaged

in anti-Indian activities, may I know from the Deputy Prime Minister whether he is prepared to institute a commission of inquiry to go into the activities of this company? If he is not prepared to do so, is it because of the fact that this Appejay Shipping company in Calcutta alone gave 20 jeeps and Rs. 4 lakhs to the Congress election fund?

An hon Member: An insinuation

Shri Hem Barua: He has not replied.

Mr. Speaker: How much money has been given by whom and for which party—I do not think they have got the statistics.

Shri Surendranath Dwivedy: The first part could be answered

Mr Speaker: He says he does not know

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): If the information is sent to me, I shall certainly make an enquiry.

Shri V Krishnamoorthi: The hon Minister in his reply stated that he is consulting the concerned departments as to whether legal or departmental action could be taken Is there any existing contract between Government and the company? If so, will Government immediately terminate it pending examination whether legal or departmental action could be taken?

Shri Annasahib Shinde: I do not think there is any existing contract But it appears that the firm still continues to carry rice from Burma to India? Even that will be examined

Shri Manubhai Patel: Government has found that there was something wrong with the company and it has to be legally examined. Why do they not stop all dealings with this company?

Shri Annasahib Shinde: As I submitted already, this also will be examined.

International Tourist Year

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*85. **Shri R. Barua:**
Shri C. C. Desai:

Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) whether Government have drawn up some programme to celebrate 1967 as the International Tourist Year, and

(b) if so, the broad details of the programme chalked out in this regard?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh) (a) and (b) A statement is laid on the Table of the House [*Placed in Library. See* LT-110/67]

Shri R Barua: Have the Government made an assessment of our requirements on tourist beds in hotels and in view of that assessment do they propose to provide sufficient accommodation in the near future?

Dr Karan Singh: An assessment has been made of the hotel requirements 1200 beds are expected to be made available through Tourist Development Corporation and 900 beds are going to be provided in the private sector by the end of this year In addition to that we hope that some other hotels in the private sector will go up I agree with the hon Member that all this will not be sufficient to meet our requirements fully

Shri R Barua May I know whether any provision has been made to cater for tourists of moderate means?

Dr Karan Singh: Yes Sir, these hotels which are being envisaged under the scheme are of various classes ranging from 3 star to 5 star

Shrimati Lakshmikanthamma: May I know whether there is any programme of connecting different tourist centres by air?

Dr Karan Singh: Many tourist centres are already connected by air and we are thinking of connecting other

places by air if possible. The feasibility of connecting places like Konarak and Ellora is being studied.

श्री कमल नयन बजाज : क्या मंत्री महोदय को जानकारी है कि टूरिस्ट के लिये होटल एकमोडेशन की बड़ी कमी है और वह कमी पूरी नहीं की जा सकती, बहुत से टूरिस्ट जो बाहर से आते हैं वह चाहते हैं कि हम हिन्दुस्तान में हिन्दुस्तानी घरों में रह सकें तो क्या कुछ इस तरह की कोशिश की जा सकती है कि जिस से हम रेकग्नाइज कर सकें कि जो हिन्दुस्तानी अपने घरों में बाहर के टूरिस्ट को आराम से तरीके से रख सकें, उन का किराया क्या हो सकता है वह हम फिक्स करें, और उनका ग्रेड कर दें जिससे कि अब तक होटल एकमोडेशन न हो तब तक वह कमी पूरी हो और बाहर के लोगों को भारतीय तरीकों को देखने और समझने का मौका मिले ?

डा० कर्ण सिंह : ऐसी व्यवस्था तो कोई नहीं है कि हम टूरिस्ट्स को लोगों के घरों में रखें और मैं समझता हूं कि ऐसा करना हमारे लिए बहुत कठिन है। यह अवश्य है कि अगर कोई मित्र हों किसी के विदेश के तो वह उनके पास आकर रहें लेकिन हमारे लिये तो बहुत कठिन है।

Shri Hem Barua: May I know if the attention of the hon Minister is drawn to a press report published in the *Hindustan Times* this morning which says that there was no publicity abroad about the international tourist year celebrations in this country and that a Canadian tourist said like that, that the American tourists came to know about this celebration only after they landed in Palam and if so do the Government take the responsibility for not giving adequate publicity?

Dr. Karan Singh: International tourist year by definition is a year which is being celebrated throughout the world and in our country also we are celebrating it. I do not see how it is necessary for us to specially publicise what we are doing in our country, because that is being done all over the world. However, our tourist literature which we put out this year has made a special reference to the ITY celebrations which we are arranging?

Shri R. K. Sinha: Will the hon. Minister inform the House whether any attempt is being made to bring Ayodhya, the birth place of Lord Rama on the tourist map of India? The condition of the temples and the places of accommodation is very bad there and there is also no tourist literature about this place of world importance

Mr. Speaker: I do not think that we can ask about individual cases without giving advance notice

Dr. Karan Singh: I may say that I entirely share the reverence which the hon Member has for Ayodhya and we will certainly what we can.

12.00 hrs.

Shri Bal Raj Madhok: In view of the fact that tourism is a very important source of foreign exchange and in view of the fact that in India we have large treasures, art and architecture—both artificial and natural—which can attract tourists into India, but still foreign tourists are not coming to India for two reasons, firstly, there are undue harassments and embarrassments to tourists, whether they enter India through an airport or at the custom check-posts, and secondly many of the areas which are of great tourist attraction are not yet open to traffic, as for example, Chamba and Bhadarwah (Jammu State) which cannot be yet reached—may I know from the Minister whether anything is being done to open them up for tourists to come and whether any step is being taken to avoid harassment and embarrassment to the tourists who come in?

Dr. Karan Singh: The hon. Member has raised a very important point;

we are doing whatever we can to facilitate the entry of foreign tourists to this country. There were certain restrictions, and every country has some, but they are under constant review so that they can be facilitated—(*Interruption*).

श्री ओंकार लाल बेरवा : मैं माननीय मंत्री से पूछना चाहूंगा कि उदयपुर और चित्तौड जो हिस्टोरिकल इम्पोर्टेन्स की जगह है वहां पर टूरिस्टों का बहुत ज्यादा आना जाना है, उदयपुर एयरपोर्ट को डवेलप करने के लिये जो स्कीम बनी थी, वह कब तक पार पडेगी ? चित्तौड जाने के लिये भी उदयपुर एअर-पोर्ट का ही प्रयोग होता है, लेकिन वहां पर कोई बडा वाइकाउन्ट नहीं उतर सकता है इस वजह से टूरिस्टो को काफी दिक्कत होती है और अहमदाबाद से दाई कार आना पड़ता है, इस लिये यह बहुत जरूरी है कि उदयपुर के एअरपोर्ट को डवेलप किया जाय और वहा पर एअर-सर्विस का एडवाटेज दिया जाय, मैं जानना चाहता हू कि उदयपुर एअर-पोर्ट के डवेलपमेंट के लिये सरकार के पास क्या स्कीम है ?

Shri Bal Raj Madhok: He has not completed his answer, to my question

Mr. Speaker: No specific answer can be given.

Dr. Karan Singh: First, I shall complete the answer to the question put by Shri Bal Raj Madhok. He made a very interesting suggestion. There are certain areas in Bhadarwah (Jammu State) and Chamba which can become tourist resorts. I will certainly look into them and do whatever we can to develop those areas.

Mr. Speaker: Also Udaipur airport.

Dr. Karan Singh: Yes; we will look into it.

WRITTEN ANSWERS TO QUESTIONS

Airport Restaurants

***86. Shri George Fernandes:** Will the Minister of **Tourism and Civil Aviation** be pleased to state:

(a) whether Government have received reports that the cost of food and refreshments served at airport restaurants and snack-bars is two to four times the cost in any average restaurant; and

(b) if so, the steps taken to stop profiteering at the airport restaurants and snack-bars?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) and (b). Prices at airport restaurants are fixed by the Civil Aviation Department to cover most of the items of food & drinks served therein and are comparable with those prevailing in first class restaurants or hotels in the city. Complaints about high prices have been received but these were found to be more with reference to prices prevailing in restaurants or hotels of a lower standard There have been no complaints of prices being charged in excess of the authorised tariffs

Mexican Variety of Wheat and Bajra

***87. Dr Karni Singh:**
Shri Onkar Lal Berwa:

Will the Minister of **Food and Agriculture** be pleased to state

(a) whether any experiments have been carried out in the Government Agricultural Demonstration Farms to produce the Mexican variety of wheat and hybrid *Bajra* in the Ganganagar area of Rajasthan;

(b) if so, the per-acre yield of the two commodities; and

(c) the steps taken for the extensive use of these varieties to increase production throughout the country?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) The information is being collected from the State Government if any experiments have been conducted on Mexican Variety of wheat and Hybrid *Bajra* in the district of Ganganagar area.

(b) The results of National Demonstrations conducted throughout

the country reveal that in Rajasthan, Shora-64 gave an average yield of 4062 Kg. per hectare and the figure for bajra is not yet available.

(c) The overall target of 32.50 million acres proposed to be brought under the cultivation of the high-yielding varieties by the end of the Fourth Plan period, includes 8.00 million acres for Mexican wheat and 4.00 million acres for hybrid bajra. The High-Yielding Varieties Programme was initiated in the beginning of 1966-67. The coverage of area under the Mexican varieties of wheat and hybrid bajra during 1966-67 and 1967-68 is as follows:

(in lakh acres)

Year	Mexican wheat	Hybrid bajra
1966-67		
Kharif (actual)	—	1.01
Rabi/Summer (Target)	15.48	0.93
Total	15.48	1.94
1967-68		
Kharif (Target)	—	10.57
Rabi/Summer (Target)	45.56	1.50
Total	45.56	12.07

Arrangements have been made to meet fully the requirements of the High-Yielding Varieties Programme in respect of the various inputs like seeds, fertilisers, pesticides, etc.

Withdrawal of Subsidy on Foodgrains

*38. **Shri Seshiyan:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether Government have any proposal under consideration to withdraw the subsidy on the foodgrains supplied to the States;

(b) whether there had been a uniform pattern in the rate and quantum of subsidy given to the various States; and

(c) the reasons for the move to withdraw the subsidy?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) and (c). Following the recommendations of the Foodgrains Policy Committee, the Conference of Chief Ministers held in November, 1966 had suggested that the subsidy on foodgrains issued from Government stocks should be withdrawn gradually. No decision has yet been taken about the implementation of this suggestion.

(b) Yes, Sir. The pattern of subsidy which involves issue of foodgrains from central stocks at prices lower than the economic cost is uniform between different States. The quantum of subsidy, however, varies from State to State.

Hindustan Shipyard, Visakhapatnam

*39. **Shri Tenneti Viswanatham:** Will the Minister of **Transport and Shipping** be pleased to state:

(a) whether it is a fact that the Hindustan Shipyard at Visakhapatnam is running at a loss;

(b) if so, the reasons therefor; and

(c) the steps taken to run the Shipyard on profit?

The Minister of Transport and Shipping (Dr. V. K. R. V. Rao): (a) Yes, Sir.

(b) The cost of construction of ships at the Hindustan Shipyard Ltd. is higher than the cost of building comparable ships at established shipyards overseas. As ships build at the Hindustan Shipyard Ltd. are made available to shipowners in India at a price which is on par with the world price for comparable ships there is a loss to the Shipyard.

(c) Action is being taken to rationalise production schedules, re-orient administrative and financial procedures and improve upon existing training programmes. It is hoped that these measures will result in an improvement in the working of the Shipyard.

Allotment of Foodgrains to Kerala

*90. **Shri A. Sreedharan:**
Shri P. C. Adichan:
Shri Vasudevan Nair:

Will the Minister of **Food and Agriculture** be pleased to state

(a) whether the Government of Kerala have requested the Government of India for additional allotment of foodgrams,

(b) if so, the additional quantity asked for, and

(c) the reaction of the Central Government thereto?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) There is no fixed quota or allotment of foodgrains to Kerala monthly The quantity needed to meet the needs of the informal rationing in Kerala are met through issues from Food Corporation depots What the Kerala Government have been asking for are not really additional allotments but for movement of sufficient quantities into Kerala to meet the needs of the informal rationing system there

(b) and (c) Do not arise

Paradeep Port as a Fishing Harbour

*91 **Shri Chintamani Panigrahi:** Will the Minister of **Food and Agriculture** be pleased to state

(a) whether Government have decided to develop Paradeep Port in Orissa as a fishing harbour,

(b) if so, the details of the scheme,

(c) the amount estimated for this and

(d) whether the project is to be worked out in co-ordination with the State Government?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) No, Sir

(b) to (d) Do not arise

Sugarcane Production

*92. **Shri A. K. Gopalan:**
Shri Umanath:
Shri Ramachandra Ulaka:
Shri Dhaleshwar Meena:
Shri Bhogendra Jha:

Will the Minister of **Food and Agriculture** be pleased to state

(a) whether Government are aware that the sugarcane production has declined during this year,

(b) if so, the extent of this decline and whether it is due to the low sugarcane price fixed by Government,

(c) whether the attention of Government has been drawn to the recent statement of the President of the Indian Sugar Mills Association that unless the sugarcane grower was offered an economic price, there would be an acute shortage of sugar and imports might become inevitable, and

(d) the steps Government propose to take to increase the sugarcane production?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde) (a) and (b) Estimates of sugarcane production during 1966-67 are not yet available but reports indicate decline in area under sugarcane due to drought conditions which prevailed during the periods of sowing and growth It appears that the production of sugarcane would be less this year

(c) Yes, Sir

(d) Information about cane sowings for the next year is not yet available. Government will however take all steps necessary to raise production of sugarcane

Minor Irrigation Schemes

*93. **Shri Dhuleshwar Meena:**
Shri Ramachandra Ulaka:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether any steps have been taken to tap all perennial sources of water for minor and small irrigation purposes in the country; and

(b) if so, wnether any special funds are to be allotted for the purpose during the Fourth Five Year Plan period?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) and (b). A statement giving the required information is placed on the Table of the Sabha. [*Placed in Library. See* No. LT—111/67].

Price of Sugar

*94. **Shri Ramachandra Ulaka:**
Shri Dhuleshwar Meena:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that the price of sugar has shown some increase in some parts of the country during the last three months;

(b) if so, the latest position of prices—whole-sale and retail—in the country; and

(c) the steps taken to check such rise in prices?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) Yes, Sir.

(b) A statement giving the required information is laid on the Table of the Sabha. [*Placed in Library. See* No. LT—112/67].

(c) The increase in sugar price is due to increase in factory prices as a result of increase in sugarcane price, expected lower duration and increase in some items of costs. Efforts are being made to increase the quality and yield per acre of sugarcane.

लगान का समाप्त किया जाना

*95. **श्री अटल बिहारी वाजपेयी :**
श्री सूपकर :
श्री रू० ना० तिवारी :
श्री विभूति मिश्र :

क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि कुछ राज्यों ने लगान समाप्त करने का निर्णय किया है; और

(ख) यदि हां, तो इस सम्बन्ध में राज्यवार ब्योरा क्या है तथा सरकार की क्या प्रतिक्रिया है ?

खाद्य, कृषि, सामुदायिक विकास तथा सहकारिता मंत्रालय में राज्य-मंत्री (श्री अन्नासाहब शिन्दे) : (क) और (ख). एक विवरण सभा पटल पर रख दिया गया है। [पुस्तकालय में रखा गया। देखिये संख्या एल टी–113/67]

पिछले आम चुनावों पर व्यय

*96. **श्री ओंकार लाल बेरवा :** क्या विधि मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि पिछले तीनों आम चुनावों की तुलना में 1967 में हुए आम चुनावों पर अधिक व्यय हुआ है , और

(ख) यदि हां, तो उसके क्या कारण है ?

विधि मंत्री (श्री गोविन्द मेनन) : (क) और (ख). चौथे साधारण निर्वाचनों पर हुए व्यय की बाबत जानकारी

अभी उपलब्ध नहीं हुई है। निर्वाचन आयोग ने आवश्यक सामग्री मुख्य निर्वाचन आफिसरों से मंगाई है।

Sugar Mills

*97. **Shri Ram Kishan Gupta:**
Shrimati Sushila Rohatgi:
Shri K. N. Pandey:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that more than 50 per cent of the sugar mills in Uttar Pradesh have stopped crushing and the rest are expected to do so shortly;

(b) if so, the reasons thereof and its effect on sugar production; and

(c) the steps taken or proposed to be taken to check this stoppage?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a). Yes, Sir.

(b) The early closure of sugar mills is due to fall in production of sugarcane and diversion of sugarcane to production of gur and khandsari on account of high prices of these commodities. This is likely to result in a fall of about 6.4 lakh tonnes in sugar production in U.P. compared to last year.

(c) The Government of India gave a general increase of 32 paise per quintal of sugarcane and even permitted factories in West U.P. (excepting those in Sitapur, Lakhimpur Kheri and Hardoi Districts) to pay Rs. 6.68 per quintal instead of the basic minimum price of Rs. 6.68 per quintal but this did not prove to be enough to prevent diversion of sugarcane from factories to gur and khandsari manufacture.

Rationing in Urban Areas

*98. **Shri C. Janardhanan:**
Shri P. C. Adichan:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that the decision to introduce rationing in all urban centres with a population of one lakh and more has not yet been implemented in full;

(b) if so, the reasons therefor; and

(c) what steps are being taken to implement the decision in full?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) Yes. Sir.

(b) Extension of rationing to the urban centres concerned involves maintenance of adequate stocks not only for current consumption but also for reserves. Therefore, such extension can be effected only when adequate stocks have been built up. So far it has not been possible to do so.

(c) Attempts are being made to build up stocks through more intensive local procurement and larger imports as soon as practicable.

Subsidy in Foodgrains

*99. **Shri P. C. Adichan:**
Shrimati Suseela Gopalan:
Shri C. K. Chakrapani:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether the Centre has decided to withdraw the subsidy given to Kerala for distribution of rice through fair price shops;

(b) if so, the reasons therefor;

(c) whether the State Government has made any representation to the Centre in this respect;

(d) if so, the nature of representation made; and

(e) the action taken in this regard?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) No, Sir. The subsidy was only reduced but not withdrawn.

(b) Does not arise.

(c) to (e). The Central Government revised its issue prices of coarse rice from 15th December, 1966. At that time the Government of Kerala requested that the revision should not apply to Kerala and should be deferred. They further requested that the Central Government should give a grant to Kerala Government to enable them to continue to issue coarse rice on the basis of old pre-revised prices. The Kerala Government was informed that the revision in prices applied to all States and not to Kerala only and that it would not be possible to postpone giving effect to the increase in case of Kerala only. The Kerala Government was also advised that if they considered it inadvisable to increase the issue price to the consumers, they might consider bearing the cost of additional subsidy out of their own funds, and that they might take up the case with the Government of India for a suitable adadvance towards the end of the financial year if it was found that they were unable to pay the cost out of their own funds.

भुखमरी के कारण मृत्यु

*190. श्री अर्जुन सिंह भदौरिया :
श्री सी० सी० देसाई :
श्री रा० बख्शी :

क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या 1966-67 में अब तक देश में भूख से कुल कितने व्यक्ति भुखमरी के कारण मरे हैं; और

(ख) वर्ष 1966-67 में उत्तर प्रदेश के मध्य भाग में भूख से कितने व्यक्ति मरे हैं ?

खाद्य, कृषि, सामुदायिक विकास तथा सहकारिता मंत्रालय में राज्य-मंत्री (श्री अन्नासाहब शिन्दे) : (क) कोई नहीं।

(ख) प्रश्न ही नहीं उठता ।

National Co-operative Bank

*191. **Shri Yashpal Singh:** Will the Minister of **Food and Agriculture** be pleased to refer to reply given to Unstarred Question No. 2563 on the 29th November, 1966 and state:

(a) whether the proposal to set up a National Co-operative Bank has since been examined by Government;

(b) if so, the decision taken in the matter, and

(c) if not, when a decision is likely to be taken?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) Yes Sir;

(b) The question was examined in consultation with the All India State Cooperative Banks' Federation. The setting up of a National Cooperative Bank as a business institution is not considered necessary.

(c) Does not arise.

Cochin Shipyard

*192. **Shri D. C. Sharma:**
Shri A. K. Gopalan:
Shri Umanath:
Shri C. K. Chakrapani:
Shri P. P. Esthose:
Shri K. M. Abraham:
Shri V. Vishwanatha Menon:
Shri Vasudevan Nair:
Shri P. C. Adichan:

Will the Minister of **Transport and Shipping** be pleased to state:

(a) the progress made in the setting up of Cochin Shipyard; and

(b) the stage at which the project stands at present?

The Minister of Transport and Shipping (Dr. V. K. R. V. Rao): (a) and (b). The Project Report submitted by M/s. Mitsubishi Heavy Industries Ltd. of Japan is under examination by our technical experts. The Project Report along with the results of the technical examination will be considered by Government shortly. In the meantime acquisition of some land required for the Project has been completed and further acquisition is in progress.

An allocation of Rs. 15 crores has been made in the draft outline of the Fourth Five Year Plan for the Cochin Shipyard Project.

Relief measures in Drought hit Areas

*103. **Shri C. C. Desai:**
Shri Bibhuti Mishra:
Shri K. N. Tiwary:
Shri Madhu Limaye:
Shri Ram Swarup:
Shri Bansh Narain Singh:
Shri Shri Chand Goyal:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) the relief measure taken for the drought-hit areas of Bihar, Gujarat and Uttar Pradesh; and

(b) the details thereof with the results achieved?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) and (b) A statement is placed on the Table of the Sabha. [*Placed in Library. See* No. LT-114/67].

Hindustan Shipyard, Visakhapatnam

*104. **Shri Tenneti Vishwanatham:** Will the Minister of **Transport and Shipping** be pleased to state:

(a) whether any report/reports on the administration of Hindustan Shipyard, Visakhapatnam, been made by the firm of Consultants, M/s. Daya Shanker and Associates, and if so, its main recommendations; and

(b) whether the report/reports will be laid on the Table?

The Minister of Transport and Shipping (Dr. V. K. R. V. Rao): (a) and (b). The reports have been received by Hindustan Shipyard Limited and are under consideration of the Board of Directors. After they have been examined by the Board of Directors and Government have taken a view of the matter, the reports together with the views of the Government will be placed on the table of the House.

Food Procurement in Orissa

*105. **Shri Chintamani Panigrahi:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether the Orissa Government has suggested any change in the food procurement policy adopted for the State;

(b) whether the State monopoly procurement scheme is proposed to be continued in the State;

(c) if so, the target fixed for procurement in 1967-68 for Orissa; and

(d) whether the State Government have despatched any foodgrains to West Bengal or other State during 1st March, 1967 to 1st April, 1967?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) No, Sir.

(b) and (c). It is too early to say if monopoly procurement scheme will be continued in 1967-68. The question of fixation of target does not arise at this stage.

(d) Yes, Sir. About 13000 tonnes of rice were despatched to West Bengal through Food Corporation of India during 1st March, 1967 to 17th March, 1967. Information for the

remaining period is being collected and will be laid on the table of the Sabha.

Agricultural University in Kerala

*106. **Shri A. K. Gopalan:**
Shri Umanath:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether the Director-General, Indian Council of Agricultural Research held discussions with the Kerala State Government Officials recently regarding the setting up of an Agricultural University in Kerala;

(b) if so, the outcome of this meeting;

(c) when such a University is likely to be set up by Government; and

(d) the proposed location of such a university in Kerala?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) The Director-General of the Indian Council of Agricultural Research accompanied by the Secretary, I.C.A.R. and Dy. Director-General (Crop Sciences) visited a number of Research Institutes in Kerala during the month of February, 1967. They also visted the Agricultural College and Research Institute, Vellayam, and had some discussions with the officials of the State Government. The officials included the Agricultural Production Commissioner, Directors of Agriculture and Animal Husbandry and the Principal, Agricultural College and Addl. Director of Agriculture (Research). The Director General mentioned about the recommendations of the Education Commission to the effect that one Agricultural University should be established in every State during the Fourth Plan period. It was pointed out to the State Government that the I.C.A.R. will be willing to extend full cooperation in the establishment of an Agricultural University in Kerala. Provision had also been made in the budget of the I.C.A.R. for financing Agricultural Universities—the existing ones as well as the new ones that may come up.

(b) The Agricultural Production Commissioner mentioned that the State Government had not so far made up its mind in favour of starting an Agricultural University. He, however, assured that he will keep an open mind and consider the suggestion later. The officials of the I.C.A.R. mentioned that they will be prepared to send the officers concerned with this project in the Council to Trivandrum for a detailed discussion, if necessary.

(c) and (d). It is not known whether the Kerala Government has ultimately made up its mind either to have or not to have an Agricultural University during the Fourth Plan period. If any request is received from the State Government, the I.C.A.R. will be willing to extend necessary help and assistance. The location of the University is to be decided by the State Government themselves. It is, however, quite obvious that the two existing campuses, the one at Vellayani for agriculture and another near Trichur for veterinary sciences, will both become campuses of the University if the Government decides to go in for an Agricultural University. It is for the State Government to decide where the headquarters will be located.

Market arrivals of Foodgrains

*107. **Shri Ramachandra Ulaka:**
Shri Dhuleshwar Meena:
Shri K. Pradhani:
Shri Hirji:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether the market arrivals of foodgrains have shown any improvement during the last three months; and

(b) if so, how the prices have behaved as a result thereof?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) Market arrivals of important foodgrains during the three months ended February 1967 in the selected markets of the country were generally lower than those in the corresponding period of the previous season.

(b) During the same period, prices of these grains have been generally higher than last year.

Demands of I.A.C. Employees

*168. **Shri Onkar Lal Berwa:**
Shri Atal Behari Vajpayee:

Will the Minister of **Tourism** and **Civil Aviation** be pleased to state:

(a) whether it is a fact that a charter of demands was given recently by the I.A.C. employees;

(b) if so, their main demands; and

(c) the steps taken to fulfil them?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) Yes, Sir.

(b) The main demands relate to revision of pay scales and allowances, and terms and conditions of service.

(c) After negotiation, settlements have been reached with the Air Corporations Employees Union, Indian Aircraft Technicians Association, All India Aircraft Engineers Association, and the Indian Flight Engineers Association.

Negotiations with the remaining 3 Unions are in progress.

Polling Figures in General Elections

59. **Shri Sradhakar Supakar:** Will the Minister of **Law** be pleased to state:

(a) the total votes secured by each of the recognised parties for the Lok Sabha seats in the last General Elections in each of the State and Union Territories; and

(b) how do the votes cast for each party compare on percentage basis with the votes cast in 1962 General Elections?

The Minister of Law (Shri Govinda Menon): (a) and (b). The information required is being compiled by the Election Commission.

Training Centres in Community and National Extension Service

60. **Shri Dhuleshwar Meena:**
Shri Ramachandra Ulaka:
Shri K. Pradhani:
Shri Hirji:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) the number of training centres for the officials and non-officials set up in the country at present in the Community and National Extension Service; and

(b) the expenditure involved in maintaining these centres during the year 1965-66?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) and (b). A statement is laid on the Table of the House. [*Placed in Library. See* No. LT-115/67].

Exploratory Tubewells in Orissa

61. **Shri Dhuleshwar Meena:**
Shri Ramachandra Ulaka:
Shri K. Pradhani:
Shri Hirji:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) the number of exploratory tubewells sunk in Orissa till the end of December, 1966; and

(b) the number, out of them, found satisfactory?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri

Annasahib Shinde): (a) and (b). In the course of groundwater exploration in Orissa, the Exploratory Tubewells Organisation drilled 33 exploratory bores till 31st December, 1966, of which only 20 yielded satisfactory discharge of water.

Deep-Sea Fishing Schemes in Orissa

62. **Shri K. Pradhani:**
Shri Dhuleshwar Meena:
Shri Ramachandra Ulaka:
Shri Hirji:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether any financial assistance has been given or proposed to be given to Orissa for Deep-Sea Fishing Schemes during 1966-67; and

(b) if so, the details thereof?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) and (b). An *allocation of Rs 10.32* lakhs in the form of loan (Rs. 2.22 lakhs) and grant (Rs. 8.10 lakhs) has been made for Central Assistance for 1966-67 for fisheries schemes including Deep Sea Fishing in Orissa. Out of a total outlay by the State of Rs. 60 lakhs originally proposed for fisheries, about Rs 29 lakhs was earmarked for deep sea fishing. The main features of the Deep Sea Fishing Scheme are the introduction of powered boats for trawling and gill-netting and allied facilities of storage and marketing. The actual quantum of assistance depends on the expenditure incurred during the year on fisheries schemes. The figures of expenditure for the year 1966-67 are not yet available.

Output of Coconut

63. **Shri K. Pradhani:**
Shri Dhuleshwar Meena:
Shri Ramachandra Ulaka:
Shri Hirji:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) the annual output of coconut at present;

(b) the value and quantity of coconut imported annually at present; and

(c) the steps taken by Government to attain self-sufficiency in the supply of coconut?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) 4806 million nuts as in 1964-65, the latest year for which estimates are available.

(b) No coconut is imported at present. However, during 1965-66 the quantity of copra imported was 48,722 tonnes values at Rs. 6.26 crores. During the period January to November, 1966, the value of copra imported was 3.47 crores.

(c) Comprehensive measures have been envisaged during the Fourth Five Year Plan to increase the annual production and the target has been fixed at 5071 million nuts at the end of the Fourth Plan. The development programmes include short-term as well as long-term measures. The short-term measures consist of laying out of demonstration plots, distribution of fertilisers, provision or irrigation facilities, intensive cultivation in large blocks on the lines of package programme, etc. The long-term measures include distribution of seedlings and expansion of area under coconut to a certain extent.

In order to accelerate the tempo of research and to quicken the achievement of results which will be of practical value to the coconut growers, an All-India Coordinated Research Project on coconut has been prepared by the Indian Council of Agricultural Research and due emphasis will be laid under it on the control of coconut diseases like root-wilt and leaf-rot.

Release of Sugar Factories

64. **Shri K. N. Pandey**: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that Government propose to release those sugar

factories to their respective employers which were once taken over by Government due to mismanagement; and

(b) if so, the reasons therefor and the steps proposed to be taken to safeguard the interests of those who are going to be affected adversely due to the release of the factories?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) Yes, Sir

(b) The control is being withdrawn in pursuance of the Government policy to restrict the use of emergency legislation to defence or matters concerning the security of the State If any interests are affected in a manner requiring action, Government will be able to use the powers available to it under permanent laws to take over affected units after following the prescribed procedure

Forfeiture of Security Deposits in the last General Elections

65. Shri C. C Desai Will the Minister of **Law** be pleased to state the total amount collected by Government as a result of the forfeiture of security deposits of candidates who contested the recent General Elections but could not secure the minimum number of votes?

The Minister of Law (Shri Govinda Menon): The information has been called for by the Election Commission from the Chief Electoral Officers of the States

Foodgrains Production in Orissa

66 Shri Sradhakar Supakar:
Shri Chintamani Panigrahi:

Will the Minister of **Food and Agriculture** be pleased to state

(a) whether there is a shortage in the production of foodgrains in Orissa on account of the failure of rains last year; and

(b) if so, whether and to what extent Orissa has asked for any food aid from the Centre to meet the deficit?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) The final estimates of production are not yet available but according to tentative estimates the production in the current crop year will be less than in 1964-65

(b) No food aid has been asked for from the Centre except the normal monthly quota of wheat

Indo-German Agriculture Project in Kangra

67 Shri Yamuna Prasad Mandal: Will the Minister of **Food and Agriculture** be pleased to state

(a) whether an Indo-German Agriculture Project has been launched in the Kangra District,

(b) whether it is a fact that under the agreement the two Governments have undertaken to carry out jointly extension work for the development of Kangra District and

(c) whether a similar agreement has been signed for a project in any other State?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde). (a) Yes, with effect from 7th February, 1967

(b) Yes

(c) Yes A similar agreement was signed for a project in the Nilgiris District Madras State

Sugar Stocks

68. Shri Yashpal Singh:
Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:

Shri K. Pradhani:
Shri Hirji:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether there is enough stock of sugar to meet the requirements of the country for one year; and

(b) if not, the reasons therefor and the measures taken to increase the production and distribute evenly the available stock?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) No, Sir.

(b) The reason is a severe fall in sugar production expected during the current year as compared with last year, on account of decline in production of sugarcane due to drought conditions at the time of sowing and period of growth and consequent diversion to gur and khandsari manufacture. Incentives were given in the shape of increase in price of sugarcane but these did not prove to be of much help as gur and khandsari producers could pay even higher prices. Action is being taken to ensure equitable distribution of available supplies during the rest of the year

Farm Credit to Farmers

69. Shri D. C. Sharma: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether the question of providing farm credit to farmers on easy terms has been considered; and

(b) if so, with what results?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) Yes Sir.

(b) Farmers, who are members of the primary credit societies, can obtain short-term credit from these societies on the basis of their production requirements and subject to their repaying capacity. As far as practicable, loans for inputs like seeds and fertilizer are issued in kind. The procedures for issue of loans have been streamlined and simplified to enable the farmers to obtain the requirements of inputs and cash in time.

To cater to the needs of farmers, who are not members of cooperatives. Government continues to provide taccavi loans. Here also the procedures have been streamlined and simplified.

Sugar Rates

70. Shri D. C. Sharma: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that sugar is made available to the consumers in different States at different rates;

(b) if so, the reasons therefor; and

(c) the steps taken or proposed to be taken to bring uniformity in the rates and to reduce them?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) Yes, Sir.

(b) This is due to differences in ex-factory prices of sugar which are fixed on a regional basis with reference to relevant cost schedules.

(c) The matter is under consideration.

Madras Harbour Explosion

71. Shri Seshiyan: Will the Minister of **Transport and Shipping** be pleased to refer to the reply given to Unstarred Question No. 584 on the 22nd February, 1966 and state:

(a) the further action taken on the report of the enquiry about the Madras Harbour Explosion on the 3rd June, 1965; and

(b) the compensation paid to those affected by the explosion?

The Minister of Transport and Shipping (Dr. V. K. R. V. Rao): (a) The contents of the report of enquiry have been brought to the notice of the Madras Port Trust who have made necessary arrangements to ensure better care and supervision in the handling of hazards goods on board and ashore The main conclusions of the report have also been brought to the notice of the other Port Trusts for their guidance

(b) Rs 22,000 was paid as compensation under the Workmen's Compensation Act in respect of three mazdoors of the Madras Dock Labour Board who died and Rs 583 to others for minor injuries sustained by them

Food Corporation of India

72. Shri Seshiyan: Will the Minister of **Food and Agriculture** be pleased to refer to the reply given to Unstarred Question No 1306 on the 15th November, 1966 and state

(a) whether the proposal to establish two principal control offices of the Food Corporation in Madras and Delhi with the suggestion that the top officers of the Corporation should be stationed in Delhi has been examined, and

(b) if so, whether any decision has been taken in the matter?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) and (b) The Food Corporation of India has sent a further proposal for shifting its head office from Madras to Delhi The proposal is under examination

Hindustan Shipyard, Vishakhapatnam

73. Shri Tenneti Viswanatham: Will the Minister of **Transport and Shipping** be pleased to state·

(a) whether it is a fact that the posts of Director of Ship Construction and Chief Shipyard Manager at Hindustan Shipyard, Vishakhapatnam have been lying vacant for some time; and

(b) if so, the reasons therefor?

The Minister of Transport and Shipping (Dr. V. K. R. V. Rao): (a) and (b) The post of Director of Ship Construction is currently being held by the Managing Director, who is a technical officer, in addition to his duties as Managing Director, as a measure of economy The post of Chief Shipyard Manager has also not been filled up for the same reason.

Development of Kantilo as Tourist Centre

74. Shri Chintamani Panigrahi: Will the Minister of **Tourism and Civil Aviation** be pleased to state

(a) whether Kantilo, the abode of Nila Madhab, an important religious and tourist centre in Khandpara in Orissa has been included for development as a tourist centre in the Fourth Plan, and

(b) if so the provision made for the development of communications for this important tourist centre?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) and (b) There is no scheme for the development of Kantilo in Orissa in the Fourth Plan of the Department of Tourism However a lump sum provision of Rs 3 50 lakhs has been made in the plan for tourist schemes of local importance in Orissa to be financed entirely by the State Government

Aerodrome between Guntur and Vijayawada

75. Shri Maddi Sudarsanam: Will the Minister of **Tourism and Civil Aviation** be pleased to state:

(a) whether representations have been received suggesting the need for an aerodrome between Guntur and Vijayawada, and

(b) if so, the action taken in the matter?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) and (b). A suggestion for locating an aerodrome between Guntur and Vijayawada was received in February, 1967, and is under examination.

Drawal of Ration from more than one A.R.D.

77. Shri N. R. Laskar:
Shri S. C. Samanta:

Will the Minister of **Food and Agriculture** be pleased to refer to the reply given to Unstarred Question No. 1388 on the 15th November, 1966 regarding drawal of ration from more than one A.R.D. in Delhi and state:

(a) whether any reply has since been received to the show cause notice;

(b) whether any *prima-facie* case has been established against the person concerned;

(c) whether any prosecution has been launched against him; and

(d) if not, the reasons therefor?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) Yes, Sir.

(b) Yes, Sir.

(c) and (d). The question of launching prosecution is under the consideration of the Delhi Administration.

ग्राम चुनावों के दौरान दिल्ली में देसी गहूं का वितरण

74. श्री हुकम चन्द कछवाय : क्या **खाद्य तथा कृषि** मंत्री यह बताने की कृपा करेंगे कि :

(क) पिछले ग्राम चुनावों के दौरान दिल्ली में देसी गेहूं का वितरण करने और तत्पश्चात् तुरन्त ही उसे बन्द कर देने के क्या हैं;

(ख) क्या सरकार द्वारा इस आशय का कोई निदेश दिया गया था; और

(ग) यदि हां, तो उसका पूरा ब्यौरा क्या है ?

खाद्य, कृषि, सामुदायिक विकास तथा सहकारिता मंत्रालय में राज्य मंत्री (श्री अन्नासाहब शिन्दे) : (क) यह कहना ठीक नहीं है कि दिल्ली मे देसी गेहू का वितरण पिछले ग्राम चुनाव के अवसर पर जान-बूझ कर किया गया था। जनवरी, 1967 के मध्य तक लगभग चार सप्ताह तक का स्टाक तैयार हो जाने पर ही देसी गेहूं वितरित किया गया था। चारों सप्ताह का एक ही बार राशन लेने वालों सहित सभी राशन कार्ड वालों को देसी गेहूं मिल सके इस विचार से बुधवार दिनांक पहली फरवरी, 1967 से, जब से चार सप्ताह वालों को राशन मिलना शुरू होना चाहिए था, उसे वितरित करना प्रारम्भ किया गया था। करीब करीब स्टाक समाप्त होने के साथ ही उसका वितरण बन्द कर दिया गया था।

(ख) जी नहीं।

(ग) प्रश्न ही नहीं उठता।

Sugarcane Price

79. Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that a considerable amount of the price of sugarcane supplied to the sugar mills as on the 31st January, 1966 has not been paid by the sugar factories concerned in all the States;

(b) if so, the reasons therefor; and

(c) the steps taken by Government thereon?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) The value of cane purchased up to 31st January, 1966 (season 1965-66) totalled Rs. 75.41 crores out of which Rs 56.20 crores had been paid up to the same date. Information whether any amount is still outstanding specifically in respect of cane purchased up to 31st January, 1966, is not available. However, out of total price of cane purchased during the season 1965-66 amounting to Rs. 194 69 crores, Rs. 194.05 crores had been paid up to 31st January, 1967, leaving an unpaid balance of Rs. 0.64 crores only. From this it appears that no amount would be outstanding in respect of cane purchased up to 31st January, 1966.

(b) and (c). Do not arise

Movement of Foodgrains within a Food Zone

80. Shri Hem Raj: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that Punjab, Haryana, Delhi, Jammu and Kashmir and Himachal Pradesh form one food zone;

(b) whether it is also a fact that there is no restriction on the movement of foodgrains and food stuffs within the zone from one State to another State or Union Territory;

(c) whether it is a fact that Punjab and Haryana Governments have set up check-posts on their borders at Mangwal in Hoshiarpur District and Chakki in Pathankot District for the stoppage of the food trucks sent by the traders of Hoshiarpur and Pathankot markets to Himachal Pradesh; and

(d) if so, the steps Government propose to remove these irregular check-posts by these Governments?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) No, Sir.

(b) Movement of foodgrains within a zone is free.

(c) and (d). Information is being collected and would be laid on the Table of the Sabha.

Paradeep Port

81. Shri Chintamani Panigrahi: Will the Minister of **Transport and Shipping** be pleased to state the quantity of iron ore exported during the 1965-66 and 1966-67 so far through Paradeep Port to Japan and the amount of money earned thereby?

The Minister of Transport and Shipping (Dr. V. K. R. V. Rao): During 1965-66 there was no export of iron ore from Paradeep Port to Japan During 1966-67, 67,000 metric tonnes of ore valued at Rs. 47.81 lakhs approximately was exported upto the end of February, 1967.

Paradeep Port

82. Shri Chintamani Panigrahi: Will the Minister of **Transport and Shipping** be pleased to state:

(a) whether there is any proposal for further expansion and improvement of Paradeep Port in the Fourth Plan period;

(b) if so, the main features thereof and the estimated expenditure; and

(c) whether any amount has been allotted for the year 1967-68 for this purpose?

The Minister of Transport and Shipping (Dr. V. K. R. V. Rao): (a) and (b). Proposals for the further development of the Paradeep Port during the Fourth Plan period are under consideration in consultation with the Planning Commission and the Ministries concerned. The proposals envisage an increase in the handling capa-

city for iron ore, installation of facilities for the handling of general cargo and other related items. It is not possible at this stage to give an indication of the cost of these facilities.

(c) Rs. 2·75 crores.

Bomb Scare in I.A.C. Plane

83. **Shri Vishwa Nath Pandey:**
Shri Onkar Lal Berwa:

Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) whether it is a fact that a phone call by an unidentified person to the Indian Airlines Corporation about a time bomb in the Caravelle which was just about to take off for Calcutta from Madras delayed its departure from Madras on the 13th March, 1967;

(b) whether the causes thereof have been enquired into; and

(c) if so, with what results?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) to (c). Yes, Sir. A little before the departure of the Calcutta bound Caravelle service from Madras on 13th March, 1967 an unidentified person gave the Indian Airlines Corporation a warning over the telephone that there was a time bomb on board the aircraft. Immediately the crew and passengers were disembarked and the aircraft was thoroughly searched to check the veracity of the warning, in accordance with the Corporation's Standing Instructions. The warning proved to be false. This delayed the departure of the Caravelle aircraft by about three hours.

Since the person calling did not identify himself and disconnected the telephone immediately after giving the warning, it was not possible to trace the call.

पटना निर्वाचन क्षेत्र में मतदान पेटियां

84. **श्री ओंकार लाल बेरवा :** क्या विधि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पटना में एक निर्वाचन क्षेत्र में मतदान पेटियों के तले उनको केवल छूने से अलग हो गये ;

(ख) यदि हां, तो क्या ये पेटियां चुनाव आयोग ने सप्लाई की थीं;

(ग) क्या इस मामले की जांच की गई है; और

(घ) यदि हां, तो उस जांच का पूरा पूरा ब्यौरा क्या है ?

विधि मंत्री (श्री गोविन्द मेनन) : (क) से (घ) . निर्वाचन आयोग को, खोटे तलों वाली मत पेटियों का उपयोग किये जाने के सम्बन्ध में, पटना निर्वाचन-क्षेत्र से कोई भी शिकायत प्राप्त नहीं हुई है। मुख्य निर्वाचन आफिसर, बिहार, पटना से रिपोर्ट मंगाई गई है।

मन्दसौर जिले में चीनी मिल का बन्द होना

85. **श्री स्व० सिं० कोठारी :** क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मंदसौर जिले में डालौदा स्थित चीनी मिल के प्रबंधकों ने 1967-68 की फसल के समय मिल को बन्द करने का निश्चय किया है ;

(ख) यदि हां, तो इसके क्या कारण हैं; और

(ग) इस मिल को बन्द करने के परिणाम स्वरूप गन्ना उत्पादकों को होने वाली हानि को पूरा करने के लिए क्या व्यवस्था की गई है ?

खाद्य, कृषि, सामुदायिक विकास तथा सहकारिता मंत्रालय में राज्य मंत्री (श्री अन्नासाहेब शिन्दे) : (क) जी हां।

(ख) गत दो मौसमों में वर्षा के असफल रहने के कारण गन्ने की कमी।

(ग) गन्ना उत्पादकों को कोई नुकसान नहीं उठाना पड़ेगा क्योंकि सारा उपलब्ध गन्ना या तो बीज या गुड़ तथा खंडसारी बनाने में प्रयुक्त किया जायेगा ।

Sugar requirement of the Country

86. **Shri Ramachandra Ulaka:**
Shri Dhuleshwar Meena:
Shri K. Pradhani:
Shri Hirji Bhai:
Shri Yogendra Jha:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) the estimated requirement of sugar for domestic consumption during the current year and the extent to which the domestic requirements will be met; and

(b) the target of sugar export during the current year and the foreign exchange earning accruing as a result thereof?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) The requirement of sugar for domestic consumption during the current year has not been worked out. 2·52 lakh tonnes of sugar per month was released during the period November, 1966 to February 1967. On account of fall in production this year, this quantity has been reduced to 1·87 lakh tonnes per month from March-April release.

(b) 2:2 lakh tonnes of sugar has been sold for export during 1967. Foreign exchange earning will depend on the level of international price of sugar during the year.

Haldia Port

87. **Shri Dhuleshwar Meena:**
Shri Ramachandra Ulaka:
Shri K. Pradhani:
Shri Hirji Bhai:

Will the Minister of **Transport and Shipping** be pleased to state:

(a) whether the World Bank has provided any loan for Haldia Port; and

(b) if so, the main terms thereof?

The Minister of Transport and Shipping (Dr. V. K. R. V. Rao): (a) No, Sir.

(b) Does not arise.

Export of Sugar

88. **Shri Dhuleshwar Meena:**
Shri Ramachandra Ulaka:
Shri K. Pradhani:
Shri Hirji Bhai:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether Government have any proposal to export more sugar during 1967-68 as compared to the last year for earning foreign exchange;

(b) if so, whether Government have entered into any agreement with any country for the export of sugar; and

(c) if so, the broad details thereof?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) No, Sir. In view of substantial fall in sugar production in the current season 1966-67, Government have decided not to enter into any further commitments for exports of sugar during this year. Exports in 1967-68 will be 2:2 lakh tonnes as compared to 4:41 lakh tonnes last year.

(b) The following sales have been made for export of sugar during 1967:

Country	*Quantity (Lakh Tonnes)*
U. S. A. ..	0.69
U. K. ..	0.79
Canada ..	0.72
Total	2.20

(c) Export to U.S.A. is on the basis of the average of the Contract No. 10 spot quotations of New York Coffee and Sugar Exchange Inc., during a specified period. Export of 0·25 lakh tonnes to U.K. will be at the negotiated

price under the Commonwealth Sugar Agreement. The balance quantity will be exported to U.K. on weighted average of the London Daily Price on call basis. Export to Canada is on price fixing basis linked to the average of London Daily Price during a specified period.

दिल्ली में मैक्सिकन किस्म के गेहूं का बीज के रूप में प्रयोग

89. श्री ओंकार लाल बेरवा : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली में खेती के लिये मैक्सिकन किस्म के गेहूं का बीज प्रयोग में लाया जा रहा है ; और

(ख) यदि हां, तो आगामी फसल में गेहूं बोने के लिये ऐसा कितना बीज दिल्ली प्रशासन को दिये जाने की संभावना है?

खाद्य, कृषि, सामुदायिक विकास तथा सहकारिता मंत्रालय में राज्य मंत्री (श्री अन्नासाहेब शिन्दे) : (क) जी हां,

(ख) आगामी गेहूं की फसल के लिए अभी तक अन्तिमरूप से कोई लक्ष्य नहीं बनाया गया है । मैक्सीकन गेहूं की किस्मों के बीजों की कमी नहीं है । दिल्ली राज्य के लिए जो कार्यक्रम निश्चित किया जाएगा उसके अनुसार गेहूं की आगामी फसल के लिये दिल्ली प्रशासन को बीज दिए जाएंगे ।

छोटी सिंचाई योजनाएं

90. श्री ओंकार लाल बेरवा : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) इस वर्ष देश में छोटी सिंचाई योजनाओं पर कितना धन व्यय किया गया है; और

(ख) इनका ब्योरा क्या है ?

खाद्य, कृषि, सामुदायिक विकास तथा सहकारिता मंत्रालय में राज्य मंत्री (श्री अन्नासाहेब शिन्दे) : (क) और (ख). 1966-67 के चालू वित्तीय वर्ष के दौरान लघु सिंचाई कार्यक्रम के लिये विभिन्न राज्यों को 84.89 करोड़ रुपये का खर्च अनुमोदित किया गया था । इसके अतिरिक्त विभिन्न राज्यों को 23.05 करोड़ रुपये की अतिरिक्त राशि भी निर्धारित की गई हैं । इस प्रकार. 1966-67 के दौरान कुल 107.94 करोड़ रुपये का खर्च निर्धारित किया गया है । चालू वित्तीय वर्ष अभी समाप्त नहीं हुआ है । अतः यह मालूम नहीं कि इस वर्ष विभिन्न लघु सिंचाई योजनाओं पर वास्तव में कितना खर्च आया है ।

Internal Air Services

91. Shri D. C. Sharma: Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) whether it is a fact that the Indian Airlines Corporation has begun implementation of its Fourth Plan for expansion and streamlining of the internal air services; and

(b) if so, a brief resume of the work so far done in this regard?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) and (b). The Fourth Plan schemes of the Indian Airlines Corporation include provision for the purchase of 6 Caravelle type of aircraft, 7 aircraft to replace Viscounts and Skymasters, 18 aircraft of the Avro/F-27 type to replace the Dakotas and 15 feeder route aircraft.

Two Caravelles were acquired during October-November 1966 and one more is expected to be received by October-November, 1967. Three F-27 aircraft were acquired during 1966 and proposals for acquiring two more are under consideration. A contract for acquiring 9 Avro aircraft

during 1967-68 and 1968-69 is being finalised. A Committee has been set up to make recommendations on the best arrangements for replacement of the Viscount fleet of the I.A.C.

Package Programme in Haryana State

92. **Shri Abdul Ghani Dar:** Will the Minister of Food and Agriculture be pleased to state:

(a) the names of Districts in Haryana State which have been included in the Package Programme by the Central Government; and

(b) whether Gurgoan is proposed to be included in the Package Programme?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) The Intensive Agricultural District Programme (Popularly known as Package Programme) is at present in operation in one district of each State. In the undivided Punjab Ludhiana was the district selected for the implementation of this programme. After the formation of Haryana State, a decision has been taken to launch the I.A.D.P. in Karnal District. The State Government have initiated action to implement this decision.

(b) No.

12.00 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

SERIOUS FOOD CRISIS IN THE STATES OF ASSAM, BIHAR, GUJARAT, KERALA, MADRAS, UTTAR PRADESH AND WEST BENGAL, STARVATION DEATHS IN BIHAR AND UTTAR PRADESH AND WITHDRAWAL OF SUBSIDY TO KERALA AND WEST BENGAL

Mr. Speaker: On the Calling Attention notice, I would like to point out to the hon. Members that there are about 40 names given. Instead of all the 40 Members being called, we might have an hour or two for a separate discussion of the matter.

An hon. Member: Two hours.

Mr. Speaker: If it is one hour, it may become two hours. I have no objection. I want to give the House an opportunity for a clear discussion. If I call one by one, to call all the 40 Members would take two hours, and it does not help. If you all agree and if the Minister also agrees, I have no objection to have a separate discussion, to which the Minister will also reply. We will take two hours.

Shri Vasudevan Nair (Peermade): At least one day.

Mr. Speaker: We will consider. If the Minister agrees, we can have a day. I have no objection. It is a very important problem.

Shri N. Sreekantan Nair (Quilon): It is also a very urgent matter.

Some hon. Members rose—

Mr. Speaker: One by one.

Shri N. Sreekantan Nair: It must be taken up today.

श्री शिव नारायण (बसती) : अध्यक्ष महोदय, मेरा प्वाइंट आफ आर्डर है । अपोजीशन हो या कांग्रेस बैंच वाले हों, कम से कम जब स्पीकर चेयर में खडे होते हैं तब किसी मेम्बर को खडा नही होना चाहिये । ये लोग खड़े हो जाते हैं . . (व्यवधान) मैं आप से प्रार्थना करता हूं कि इसका इन्ताजाम होना चाहिये ।

Several hon. Members rose—

Mr. Speaker: One by one; if half a dozen Members rise, what can we do?

श्री कंवर लाल गुप्ता (दिल्ली सदर) : मेरा सजेशन यह है कि दो घन्टे का या आधे दिन का डिस्कशन फूड प्राबलम के बारे में हो जाये तो अच्छा रहेगा ।

Mr. Speaker: That is what I have suggested.

श्री मधु लिमये (मुंगेर): इस बहस के बारे में मेरा सुझाव यह है कि जैसे दूसरी बहसें होती हैं उसी तरह से बहस हो, लेकिन इस नोटिस पर करीब करीब 45 नाम आपके पास हैं, इस लिये हमारी आप से विनती है कि इस पर भाषण छोटे हों, 5-6-7 मिनट के हों और सब को मौका दिया जाय ताकि अलग अलग सूबों के बारे में जहां कांग्रेसी और गैर कांग्रेसी सरकारें हैं सारी बातें आ जायें ।

Mr. Speaker: It is the same thing. That is what I say. At least we must have two hours.

Shri S. M. Banerjee (Kanpur): Yesterday, Shri Shinde laid a report about the scarcity of food and the food situation in the country on the Table of the House. Some of us have already tabled a motion for discussion. I would only request you that because it is a very comprehensive statement, it should be allowed so that we can have half a day if possible when we can have a fair discussion, and not this Calling Attention.

Mr. Speaker: I am talking of the Calling Attention Notice. The other question is a separate.

Shri A. K. Gopalan (Kasargod): I wish to make a submission. As far as this question is concerned, it concerns almost all the States. As far as Kerala is concerned, on the first day we gave notice of an Adjournment Motion, but you said that there would be a Calling Attetion and because another Calling Attention was there it came today. The situation there is very serious. You know the Chief Minister of Kerala went to Andhra Pradesh, Mysore and Tamil Nad, and he is coming here tomorrow. That shows how serious the problem is. So it can be put up for discussion immediately and given some time, because all the States are concerned about it.

Shri Hem Barua (Mangaldai): You have agreed to a discussion. On the other hand, in response to this calling attention notice, the Minister should make a statement, because the discussion can take place on the basis of that statement. That is why I want to call his attention to this.

Mr. Speaker: Yes. I think it is agreed that we must have a bigger discussion. I myself feel that on such an important issue at least a two-hour discussion should take place and just asking questions for 15 or 20 minutes will not be enough. So, Mr. Hem Barua will call the attention of the Minister and the Minister will lay the statement on the Table, so that members will have time to read the statement. Then, if the Minister of Parliamentary Affairs can find time for it tomorrow itself, we can discuss it.

Shri Surendranath Dwivedy (Kendrapara): Will it be on a Government motion?

Mr. Speaker: No; it will be on the same calling attention motion.

The Minister of Food and Agriculture (Shri Jagjiwan Ram): I welcome your suggestion for a two-hour discussion. The statement will be laid on the Table. The Minster of Parliamentary Affairs will find the time for the discussion.

Shri P. Venkatasubbaiah (Nandyal): We have given a No-day Yet Named Motion also. Will there be two discussions on food problem or will it be a discussion?

Mr. Speaker: If the Minister of Parliamentary Affairs agree to that, I have no objection.

Shri Sezhiyan (Kumbakonam): When will the discussion take place?

Mr. Speaker: It can take place tomorrow for 2 hours from 2 P.M.

Shri K. Lakkappa (Tumkur): The calling attention notice mentions only about Assam, Bihar, Gujarat, Kerala, Madras, Uttar Pradesh and West Bengal. Today members from Mysore

[Mr. Speaker]

have sent a calling attention notice about Mysore also. Mysore also should be included in the discussion

Mr. Speaker: He can mention Mysore also. Nobody will object to it.

श्री प्रताप सिंह (शिमला) : अध्यक्ष महोदय, आपने फरमाया कि मिनिस्टर महोदय अपना स्टेटमेंट टेबल पर से जा रहे हैं, लेकिन यह तो सिर्फ स्टेटों के लिये है, क्या इस में यूनियन टैरिटरी के बारे में भी कहा जायगा । मैं चाहूंगा कि आप इस में उन को भी शामिल करें । जब भी कभी देश का जिक्र आता है तो उसमें यूनियन टैरिटरीज को हमेशा छोड़ दिया जाता है, इस लिये यूनियन टैरिटरीज को भी इन में शामिल किया जाना चाहिये ।

Shri N. Sreekantan Nair: An adjournment motion was given notice of by all the 18 members from Kerala on the question of the food situation in Kerala. It was that which has finally come up in the form of this calling attention notice You say 2 hours will be allotted for 40 members. I want an assurance that at least those people who have put in their names here will get a chance within those

Mr. Speaker: I cannot guarantee anything.

Shri N. Sreekantan Nair: As it is, I will get a chance of asking a question as a matter of right.

Mr. Speaker: If some of them speak a little more, can I stop them? If the leader of your party or some other hon. Member speaks for two minutes more and out of 40 hon. Members who have given their names only 20 are able to speak in the two hours what can I do? How can I guarantee anything in this House?

Shri Sreekantan Nair: You can extend the time by another two hours

Shri Thirumala Rao (Kakinada): Sir, I have one constructive suggestion to make. In this Calling Attention Notice only certain States are mentioned. There is a feeling that the food problem exists in almost all the States. The Government can come forward with a motion for discussion of the general food situation in the country and they can set apart four or five hours for that discussion where all the States can be covered. There have been such discussions on the general food situation in the country.

Mr. Speaker: We will consider that also.

Shri Hem Barua: Sir, I call the attention of the Minister of Food, Agriculture, Community Development and Cooperation to the following matter of urgent public importance and request him to make a statement thereon:—

"Serious food crisis in the States of Assam, Bihar, Gujarat, Kerala, Madras, Uttar Pradesh and West Bengal, starvation deaths in Bihar and Mirzapur district of Uttar Pradesh and withdrawal of subsidy to Kerala and West Bengal".

Shri Jagjivan Ram: Sir, I lay a statement on the Table of the House. [*Placed in library See* No. LT-109 67].

12.10 hrs.

RE: POINT OF PRIVILEGE

श्री मधु लिमये (मुंगेर) : अध्यक्ष महोदय, आप के निर्देशानुसार पहले विशेषाधिकार के प्रश्न को लेना चाहिए । आप जानते हैं कि डा० राम मनोहर लोहिया ने एक स्थगन प्रस्ताव तथा 184 नियम के अन्तर्गत एक निन्दा प्रस्ताव स्वेतालाना स्टालिन को लेकर दिया है । उस के सम्बन्ध में मैंने एक विशेषाधिकार का प्रस्ताव भी आप के पास भेजा है । उस प्रस्ताव में मैंने कहा है कि श्री खागचा ने स्वेतालाना के बारे में जो बयान यहां पर दिये वह बराबर असत्य और सदन को गुमराह करने वाले

थे। उस के बारे में आपने क्या फैसला किया अभी मैं जानना चाहता हूं ?

Mr. Speaker: I have just now got the reply from the Government, after I came and sat here. I would look into it first before I say something tomorrow.

श्री बापु शिन्दे : तो कल लिया जाय ?

12.12 hrs.

PAPERS LAID ON THE TABLE

Company Law Board (Procedure) (Amendment) Rules

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): I beg to lay on the Table a copy of the Company Law Board (Procedure) (Amendment) Rules, 1966, published in Notification No. G.S.R. 1944 in Gazette of India dated the 24th December, 1966, under sub-section (3) of section 642 of the Companies Act, 1956. [*Placed in the Library. See* No. LT-103/67].

Delhi Motor Vehicles (Third Amendment) Rules and Annual Accounts of the Cochin Port Trust

The Minister of Transport and Shipping (Dr. V. K. R. V. Rao): I beg to lay on the Table—

(1) A copy of the Delhi Motor Vehicles (Third Amendment) Rules, 1966, published in Notification No. F. 3 (13)/65-66—Transport in Delhi Gazette dated the 22nd December, 1966, under sub-section (3) of section 133 of the Motor Vehicles Act, 1939. [*Placed in the Library. See* No. LT-104/67].

(2) A copy of the Annual Accounts of the Cochin Port Trust for the year 1965-66 and the Audit Report thereon under sub-section (2) of section 103 of the Major Port Trusts Act, 1963. [*Placed in Library. See* No. LT-105/67].

Annual Report of the Indian Council of Agricultural Research etc.

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde):

I beg to lay on the Table—

(1) A copy of the Annual Report of the Indian Council of Agricultural Research, New Delhi for the year 1964-65 (Hindi version). [*Placed in Library. See* No. LT-106/67].

(2) A coy of the Food Corporation (Tenth Amendment) Rules, 1967, published in Notification No. G.S.R. 297 in Gazette of India dated the 3rd March, 1967, under sub-section (3) of section 44 of the Food Corporations Act, 1964 [*Placed in the Library. See* No. LT-107/67].

(3) A copy each of the folowing Notifications under sub-section (6) of section 4 of the Essential Commodities Act, 1955:—

(i) The Andhra Pradesh Rice and Paddy (Restriction on Movement) Second Amendment Order, 1966, published in Notification No. G.S.R 1866 in Gazette of India dated the 10th December, 1966.

(ii) The Orissa Rice (Movement Control) Amendment Order 1966, published in Notification No. G.S.R. 2031 in Gazette of India dated the 28th December, 1966.

(iii) The Gram Zone (Movement Control) Third Amendment Order, 1966, published in Notification No. G.S.R. 2020 in Gazette of India dated the 31st December, 1966.

(iv) The Wheat Roller Flour Mills (Licensing and Control) Third Amendment Order, 1966, Published in Notification No. G.S.R. 2021 in Gazette of India dated the 31st December, 1966.

(v) The Punjab Paddy (Export Control) Amendment Order, 1966, published in Notification No. G.S.R. 2034 in Gazette of India dated the 30th December, 1966.

(vi) The Inter-Zonal Wheat and Wheat Products (Movement Control) Fourth Amendment Order 1966, published in Notification No. G.S.R. 2035 in Gazette of India dated the Products (Price Control) No. G.S.R. 2038 in Gazette of India dated 30th December, 1966.

(vii) The Rice (Northern Zone) Movement Control Amendment Order, 1966, published in Notification No. G.S.R. 2036 in Gazette of India dated the 30th December, 1966.

(viii) The Roller Mills Wheat Products (Movement Control) Fourth Amendment Order, 1966, published in Notification No. G.S.R. 2037 in Gazette of India dated the 30th December, 1966.

(ix) The Gram Zone (Movement Control) Second Amendment Order, 1966, published in Notification No. G.S.R. 2038 in Gazette of India dated 30th December, 1966.

(x) The Uttar Pradesh Foodgrain (Restrictions on Border Movement) Amendment Order, 1967, published in Notification No. G.S.R. 32 in Gazette of India dated the 7th January, 1967.

(xi) The Inter-Zonal wheat and wheat Products (Movement Control) Amendment Order, 1967, published in Notification No. G.S.R. 33 in Gazette of India dated the 7th January, 1967.

(xii) The West Bengal Husking Machines (Control of Operation) Amendment Order, 1967, published in Notification No. G.S.R. 64 in Gazette of India dated the 11th January, 1967.

(xiii) The Wheat Roller Flour Mills (Licensing and Control) Amendment Order, 1967, published in Notification No. G.S.R. 65 in Gazette of India dated the 13th January, 1967.

(xiv) The Delhi Roller Mills Wheat Products (Ex-Mill and Retail) Price Order, 1967, published in Notification No. G.S.R. 131 in Gazette of India dated the 24th January, 1967.

(xv) The Andhra Pradesh Rice and Paddy (Restriction on Movement) Amendment Order, 1967, published in Notification No. G.S.R. 151 in Gazette of India dated the 5th Febuary, 197.

(xvi) The Orissa Rice (Movement Control) Amendment Order, 1967, published in Notification No. G.S.R. 157 in Gazette of India dated the 6th February, 1967.

(xviii) The Inter-Zonal Wheat and Wheat Products (Movement Control) Second

Amendment Order, 1967, published in Notification No. G.S.R. 226 in Gazette of India dated the 17th February 1967.

(xviii) The Rajasthan Foodgrains (Restrictions on Border Movement) Amendment Order 1967, published in Notification No. G.S.R. 227 in Gazette of India dated the 17th February, 1967.

[*Placed in the Library. See* No. LT-108/67].

12.15 hrs.

PUBLIC ACCOUNTS COMMITTEE

SIXTY-SEVENTH TO SEVENTY-SECOND REPORTS

Secretary: I beg to lay on the Table the following Reports of the Public Accounts Committee (1966-67) (Third Lok Sabha) which were presented by the Chairman of the Committee to the Speaker of the Third Lok Sabha on the 28th February, 1967, before its dissolution:—

(1) Sixty-seventh Report on Appropriation Accounts, 1964-65 and Audit Report, 1966 relating to the Government of Kerala.

(2) Sixty-eighth Report on Appropriation Accounts (Civil) 1964-65, Finance Accounts, 1964-65 and Audit Report (Civil), 1966 relating to the Ministries of Finance, Health and Family Planning, Information and Broadcasting, Iron and Steel and Supply, Technical Development and Materials Planning etc.

(3) Sixty-ninth Report on Excesses Over Voted Grants and Charged Appropriations disclosed in the Appropriation Accounts (Civil), 1964-65.

(4) Seventieth Report on Para 10 of Audit Report (Defence Services), 1966—Manufacture of Engines.

(5) Seventy-first Reort on Appriation Accounts (Defence Services), 1964-65 and Audit Report (Defence Services), 1966.

(6) Seventy-second Report on Appropriation Accounts Railways), 1964-65 and Audit Report (Railways), 1966.

12.16 hrs.

PERSONAL EXPLANATION BY MEMBERS

(Shri George Fernandes)

श्री जार्ज फरनेन्डीज (बम्बई दक्षिण) : अध्यक्ष महोदय, दिनांक 23 मार्च को अमरीका की सैन्ट्रल इंटेलिजैन्स एजेन्सी की कार्रवाइयों के बारे में इस सदन् में जो चर्चा हुई उस के दरमियान श्रीमती तारकेश्वरी सिन्हा ने अन्य बातों के साथ यह कहा कि :

"Shri Banerjee has said that the ICFTU is giving funds to the Indian National Trade Union Congress. He has omited very conveniently the HMS, which is a Mazdoor organisation of the Socialist Party, the P.S.P. I think Mr. George Fernandes was also associated with it for some time, and I think he is still associated."

मुझे यह स्पष्ट करना है कि प्रजासोशलिस्ट पार्टी का मजदूर संगठन हिन्द मजदूर सभा, जो आई० सी० एफ० टी० यू० से सम्बन्धित है, से मेरा कोई सम्बन्ध नहीं है । समाजवादी मजदूर संगठनों के 1958 में हिन्द मजदूर सभा के तत्कालीन नेताओं से हम लोगों के जो मतभेद थे उन में से एक यह था कि हिन्द मजदूर सभा आई० सी० एफ० टी० यू० से जुड़ी हुई थी । मैं उन लोगों में था जो एच० एस० एस० को आई० सी० एफ० टी० यू० से अलग करने की कोशिश में रहे चूंकि हमारी राय आई० सी० एफ० टी० यू० रूस और अमेरिका के बीच में उन

[श्री [illegible]]

दिनों में चलने वाले शीत युद्ध का एक हथियार बन गया था।

Shrimati Tarkeshwari Sinha: (Barh): May I say something?

Mr. Speaker: Not now.

Shrimati Tarkeshwari Sinha: He has said that he has not been associated with it. He has been associated with one of the sister organisations of ICFTU.

12.13 hrs.

CLARIFICATION BY MINISTER

(*Shri Vidya Charan Shukla*)

Mr. Speaker: Now, clarification by Shri V. C. Shukla.

The Minister of State in the Ministry of Home Affairs (Shri Vidya Charan Shukla): Mr. Speaker. Sir I rise to clarify certain points arising out of the allegations made by Shri A. K. Gopalan, MP, in his statement under rule 357 on 27-3-1967.

When this question first arose on March 11, 1965, the then hon. Speaker observed as follows:

> "If someone writes to me that this is incorrect, certainly I would find out from the Member from where he got it and the House has the authority to take action against the Member if any wrong statement is made. That is the usual practice."

After this my comments were called for by the hon. Speaker on 1.7.1965. I furnished my comments and also sent certain documents for Speaker to be satisfied that the allegations made by me were *prima facie* justifiable on the basis of the evidence. No further action was taken by the Speaker. I was therefore well justified in presuming that the material furnished by me had satisfied the Speaker in view of his observations quoted above. Shri Gopalan may dispute the probative value of evidence. But I logically presumed that the Speaker was convinced of there being *prima facie* ground for what I had alleged. And this is all that I mentioned on this point on 18.3.1967.

About my remarks on the issue of expunction, there is no justification in motives being attributed to me. It is a matter of record and what I spoke from memory could always be checked with the record and duly corrected.

Shri A. K. Gopalan *rose*—

Mr. Speaker: No further reply now.

Shri A. K. Gopalan (Kasergod): I am not giving any reply. A copy of the statement of the hon. Minister was supplied to me in which there is a sentence which reads:

> "The mistake is *bona fide* inadvertence but even for this very minor slip I have hardly any hesitation in saying that I am sorry."

I do not know why this sentence was left out while reading.

Mr. Speaker: The copy supplied to me also contains that statement.

Shri Nambiar (Tiruchirappalli): Let Shri Shukla read out that sentence also.

श्री मधु लिमये (मुंगेर) : अध्यक्ष महोदय, मेरा एक निवेदन सुनिये। व्यक्तिगत स्पष्टीकरण के बारे में नियम बिलकुल साफ है। यह एक पवित्र प्रक्रिया है कि जो स्पष्टीकरण लिख कर आप के पास भेजा जाता है उस में कोई तबदीली नहीं हो सकती है यहां तक कि मैं ने बारबार यह कहा है कि इस पवित्र अधिकार का दुरुपयोग करके अगर कोई उस में असत्य भाषण या गलत बयानी करेगा तो सदन का अपमान है।

मुखोपाध्याय साहब के बारे में मैं ने पचासों बार कहा है । स्पष्टीकरण का बयान भी आपके पास भेजा गया है वही यहां पर पढ़ा जाना चाहिए ।

Shri V. Krishnamoorthi (Cuddalore): Let him show his respect to the House by expressing regret for this. What is the meaning of supplying a copy and then reading only a portion of it? Let us hear it from his mouth.

श्री मधु लिमये : शर्म आती है ? पढ़िये । उन के मुंह से ही सुनना चाहते हैं ।

Mr. Speaker: Is it a fact that this sentence was there in the copy supplied to Shri Gopalan also?

Shri Vidya Charan Shukla: Yes, Sir. But I omitted it while reading. I read only the factual portion of the statement.

श्री मधु लिमये : वही रेकार्ड में आ जाय ।

Shri Surendranath Dwivedy (Kendrapara): That is the point. How can he supply a copy and then read only a part of it?

Mr. Speaker: Whenever any Minister makes a statement, he supplies a copy to the Speaker. In this case also I have been supplied with a copy.

श्री मधु लिमये : तो वह रेकार्ड में आ जाय ।

Mr. Speaker: A copy has been supplied to Shri Gopalan also. I received this copy only this morning. I was seeing the copy when he was making the statement. The particular sentence which Shri Gopalan has pointed out is there.

Shri V. Krishnamoorthi: But it was not read out.

Mr. Speaker: Why should the issue be further complicated? That sentence is there in my copy. Nobody can deny it.

Shri Surendranath Dwivedy: Unless he reads it, it does not become part of the proceedings. Whatever he might have written to you, unless he reads it in the House, it cannot form part of the proceedings.

Mr. Speaker: We will consider that.

Shri Hem Barua (Mangaldai): On a point of order, Sir. A copy of the statement was supplied to you and that is supposed to be authentic. It is on the basis of that copy that you have allowed Shri Shukla to make a statement here. If it is on the basis of that copy that was supplied to you that he was making a statement, he should not depart from the text of that copy which has given to you. On the other hand, this should go on record, that is, the entire statement, and the press should report that particular sentence, which is very important. When Shri Shukla does not read that out it does not form part of the proceedings of the House and the press cannot report the relevant portion of his statement. I submit that you give a ruling on the basis of it.

Mr. Speaker: As it stands, it is the statement signed by him and sent to me. Now he wants to delete a sentence from the statement. Whether it can form part of the proceedings and can be allowed is a thing which I will consider. I will keep it pending.... (*Interruption*)

Shri S. M. Banerjee (Kanpur): There are rules.

Mr. Speaker: I know; but suppose he says that he wants to make a statement in clarification and sends a statement today and then tomorrow he says that he does not want to make a statement, you cannot compel him to make the statement.

Shri Unnithan (Pudukkottai): Then he must take your permission. You have taken a decision on the basis of the paper before you and if he wants to change anything he

[Shri Umanath]

should take your permission; otherwise, it would mean giving one understanding to you and then doing entirely contrary to that. It is misleading the Speaker and the House.

Mr. Speaker: I shall consider whether it will form part of the proceedings.

श्री मधु लिमये : प्रोसीडिंग्स में तो आ ही गया। सवाल यह है कि उनके मुंह से निकलना चाहिये। और कोई सवाल नहीं है।

Shri Jyotirmoy Basu (Diamond Harbour): It is a breach of privilege.

Shri A. K. Gopalan: What I have said in the House becomes a part of the proceedings. I have said that the last sentence has been omitted and I have read out the last sentence So, that becomes a part of the proceedings.

Mr. Speaker: It will be recorded in the proceedings as suggested by Shri Gopalan.

Shri H. N. Mukerjee (Calcutta North East): That is a different matter. It has been pointed out to you that the difficulty arises on account of the fact that a Member sends to you a copy of the statement which he intends to read and makes some corrections himself without any warrant and without any prior intimation to you. If here and now you do not give a ruling in regard to this, it would open a floodgate of all kinds of abuses to be practised in this House. I can give a statement which I am proposing to read in the House and read something very different and you will have to hold your hand in regard to whether I do the right thing or not. Therefore, there need be no time taken by you in spite of your being rather too modest about your rights and authority and you have to take a decision here and now. Here is a Member, official or non-official is a different matter, who proposed to read a statement in the House and sent you a prior copy of it as well as to Shri Gopalan and he read something different by deleting a very crucial sentence or two at the end of it. This is a practice which has got to be censured and for you it is certainly incumbent to say that he should read the entire text of the statement and make it a part of the proceedings.

Shri Hem Barua: Shri Shukla has maligned you and this House. Therefore, he should tender an open apology.

श्री अटल बिहारी वाजपेयी (बलरामपुर) : अध्यक्ष महोदय, यह प्रोप्रायटी का सवाल है। श्री शुक्ल ने आप को जो वक्तव्य दिया है वह पूरा नहीं पढ़ा। या तो उन्हें विवश किया जाय पूरा वक्तव्य पढ़ने के लिये या फिर जिस वक्तव्य की आप ने इजाजत दी है वह वक्तव्य रेकार्ड पर नहीं रहना चाहिये। दोनों बातें नहीं हो सकतीं कि उन का वक्तव्य रेकार्ड पर भी रहे और उस वक्तव्य को पूरा न पढ़ें। मैं श्री शुक्ल से भी अपील करूंगा कि उन्होंने जो कुछ लिख कर दिया है उस को पूरा पढ़ें। उस को पढ़ कर सुनाने में उन को ऐतराज भी क्या हो सकता है। इस में शर्म की कोई बात नहीं है। उन्हें हिम्मत के साथ उस को पढ़ना चाहिये।

Shri M. R. Masani (Rajkot): I would like to support the point made by Mr. Mukerjee and Mr. Vajpayee. This is a matter of propriety. We are not concerned with the merits of the sentence or the alteration made. But it is correct to say that the hon. Member should be asked to read fully the statement for which he obtained your permission. I think it involves the dignity of the Chair as well as of the House as a whole (*Interruption*).

Mr. Speaker: May I request the Prime Minister to say something in this matter? Here is the statement which was given to me this morning.

The Prime Minister and Minister of Atomic Energy (Shrimati Indira Gandhi): He will say it himself.

Mr. Speaker: I join with the appeal made by the hon. Members that Shri Shukla himself may say it.

Shri Vidya Charan Shukla: I will read the whole statement again.

I rise to clarify certain points arising out of the allegations made by Shri A. K. Gopalan, M.P. in his statement under rule 357 on 27th March, 1967.

When this question first arose on March 11, 1965, the then Hon'ble Speaker observed as follows:

> "If someone writes to me that this was incorrect, certainly I would find out from the Member from where he got it and the House has the authority to take action against the Member if any wrong statement is made. That is the usual practice."

After this, my comments were called for by the Hon'ble Speaker on 1st July, 1965. I furnished my comments and also sent certain documents for the Speaker to be satisfied that the allegations made by me were *prima facie* justifiable on the basis of the evidence. No further action was taken by the Speaker. I was, therefore, well justified in presuming that the material furnished by me had satisfied the Speaker in view of his observations quoted above. Shri Gopalan may dispute the probative value of evidence. But I logically presumed that the Speaker was convinced of there being *prima facie* ground for what I had alleged. And this is all that I mentioned on this point on 18th March, 1967.

About my remarks on the issue of expunction, there is no justification in motives being attributed to me. It is a matter of record and what I spoke from memory could always be checked with the record and duly corrected. The mistake is *bona fide* inadvertence but even for this very minor slip I have hardly any hesitation in saying that I am sorry.

12.28 hrs.

ELECTION TO COMMITTEE

Central Silk Board

The Minister of Commerce (Shri Dinesh Singh): I beg to move:

> "That in pursuance of sub-section (3)(c) of Section 4 of the Central Silk Board Act, 1948, the members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, four members from among themselves to serve as members of the Central Silk Board, for the term commencing from the 9th April, 1967."

Mr. Speaker: The question is:

> "That in pursuance of sub-section (3) (c) of Section 4 of the Central Silk Board Act, 1948, the members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, four members from among themselves to serve as members of the Central Silk Board, for the term commencing from the 9th April, 1967."

The motion was adopted.

12.29 hrs.

ELECTION OF DEPUTY SPEAKER

Shri M. R. Masani (Rajkot): Mr. Speaker, Sir, Mr. Kunte had agreed to accept nomination on the basis of an understanding that, as the unanimous choice of the Opposition parties, he was acceptable to the Prime

[Shri M. R. Masani]

Minister and the Congress party. All Opposition parties in this House are even now unanimous in support of Mr. Kunte. I would like to know, before I move my motion, from the hon. leader of the House whether she adheres to the understanding that the unanimous choice of the Opposition parties will be acceptable to her and her party. It is only after that.... (*Interruption*).

Mr. Speaker: When the motion is being moved, he cannot ask a question like that. (*Interruption*).

Shri M. R. Masani: I will be able to decide whether or not to move this..... (*Interruption*).

Shri Surendranath Dwivedy: (Kendrapara): On a point of order, Sir. I think he is within his right to ask this question. Now, the question before the House is the election of the Deputy Speaker. Before he moves the motion. he wants to put a question as to whether unanimous choice of the Opposition is agreeable to the Congress party.

Mr. Speaker: That is a different matter.

Shri Surendranath Dwivedy: What prevents her to say 'Yes' or 'No'? (*Interruption*).

Mr. Speaker: It ought to have been discussed outside the House, not inside the House, whether she is going to agree or not. We cannot discuss it here. It is the election of the Deputy Speaker. If he wants to move his motion, he may move it or withdraw it. (*Interruption*) It is not proper to enter into a discussion here.

Shri Frank Anthony (Nominated—Anglo-Indians): This is a vey crucial matter and it might assume bitter controversy. I am making an appeal to Mr. Masani, to the Leader of the House and also to you that you postpone this matter for two days.....

Some hon. Members: No, no.

Shri Frank Anthony: ....otherwise, the whole thing will degenerate into such a state of bitterness that the functioning of Parliament will become almost impossible. I am making this appeal. The discretion is yours.

Shri N. C. Chatterjee (Burdwan): *rose*—

Shri Sonavane (Pandharpur): I want to know whether the Opposition can spring a surprise.... (*Interruptions*), can take the House by surprise without anything on the agenda. I want to know whether this would be in order—the proposal of the Opposition to ask the Leader of the House and not to go on with the agenda.

Shri Krishna Kumar Chatterji (Howrah): Under what rule can you permit this discussion to follow?

Mr. Speaker: A member in whose name a motion stands on the list of business may, when called, move the motion or withdraw the motion, and shall confine himself to a mere statement to that effect.

I have no objection. But the motion has to be moved. Somebody else may withdraw. It may happen. I do not know.

Shri H. N. Mukerjee (Calcutta North-East): The whole country is discussing certain circumstances relating to the proposed unanimous election of the Deputy-Speaker. The whole country is discussing it. All the papers today have referred to it .....(*Interruptions*).

On a point of propriety....

Mr. Speaker: I do not mind either way, but there should not be any discussion.

Shri H. N. Mukerjee: On a point of propriety, I am entitled to this in spite of whatever the people on that

side might imagine.

There are certain things which should be done with propriety and dignity in this House. On the question of election of Deputy-Speaker, which is the next item on the agenda, there have been discussions on a Parliamentary level, with which the whole country is familiar. Perhaps the Prime Minister does not choose to claim to be familiar at this present moment, but the whole country is familiar with certain discussions which were intended to bring about a dignified election to the office of the Deputy-Speaker in this House.

Mr. Speaker: Outside the house and not inside the House. Here there will be election.

Shri H. N. Mukerjee: You have to administer the canons of propriety, the canons of Parliamentary propriety which we can all learn in good time. You have to imbibe those canos (*Interruptions*). There was an effort made to make the Parliamentary procedure smoth and digniged in this House and that is being subverted by a certain attitude What Mr Masani is asking for is only for a reiteration of the assurance already given. (*Interruptions*).

Shri Krishna Kumar Chatterji: Can the question of propriety overside the rules?

Shri H. N. Mukerjee: The letter killeth but the spirit giveth life.

श्री तुलशीदास जाधव (बारामती) : इस पार्लिमेंट में जो काम चलता है वह जो रूल बने हुए हैं उनके अनुसार चलता है। कुछ नियम हैं उनके अनुसार चलता है। आप भी बार-बार कहते हैं लेकिन आप की बात भी कई दफा नहीं मानी जाती है। जो लीडिंग मैम्बर हैं, जो सीनियर मैम्बर हैं, जो इस पार्लिमेंट में दस पन्द्रह बरस से हैं वे भी आप की बात को नहीं सुनते हैं। आप बार-बार कहते हैं, रिक्वेस्ट करते हैं लेकिन सुनते नहीं हैं। यह जो हाउस है यह डेमोक्रेसी की हाइएस्ट बाडी है....

Shri Vasudevan Nair (Peermade): Let him not talk of democracy in that manner.

श्री तुलशीदास जाधव: जहां जो खानगी बात है, जो प्राइवेट बात है इलेक्शन के मौके पर कहना कोई लाजिमी नहीं है।

मैं अपना जो प्वाइंट आफ आर्डर है वह आपके सामने रखना चाहता हूं। मेरी आप से प्रार्थना है कि आप जो रूल 8(3) है रूल्ज आफ प्रोसीजर का, उस को देखें। वह इस प्रकार है

> "A member in whose name a motion stands on the list of business may, when called, move the motion or withdraw the motion, and shall confine himself to a mere statement to that effect.".

Shri S. M. Banerjee (Kanpur): This is all irrelevant.

श्री तुलशीदास जाधव: यह होते हुए भी मसानी साहब जैसे अनुभवी आदमी किस तरह से कोई स्टेटमेंट कर सकते हैं, यह मेरी समझ में नहीं आया है। मेरी रिक्वेस्ट आप से यह है कि आप किसी और को कोई बात कहने का मौका न देते हुए जो मोशन है डिप्टी स्पीकर के लिए उसको करवायें।

श्री अब्दुल लिमये (मुंगेर) : अभी जिस नियम को पढ़कर तुलशीदास जी ने सुनाया है उस में यह कहा गया है कि प्रस्ताव पेश करते समय वह भाषण न करें, केवल प्रस्ताव रखें। मैं कहना चाहता हूं कि अभी उन्होंने प्रस्ताव ही कहां रखा है? उस के पहले ही... (**इंटरपशंज**) आप जरा हल्ला न

[श्री मधु लिमये]

करें, बात की सुनें। मैं आप का ध्यान 389 की ओर दिलाना चाहता हूं। हल्ला करने से क्या होगा ? हार जाओगे और भी बुरी तरह। 389 को देख लीजिये। 389 के मातहत आप मसानी साहब को इजाजत दे सकते हैं। और प्रधान मंत्री कांग्रेस पार्टी की नेता हां कहें, या न कहें, बाकी कुछ नहीं। उस के बाद वह कहेंगे मैं प्रस्ताव पेश कर रहा हूं, या नहीं कर रहा हूं। वह भाषण नहीं करेंगे उस समय, अब आप 389 देख लीजिए। उस में यह लिखा है :

"All matters not specifically provided for in these rules and all questions relating to the detained working of these rules shall be regulated in such manner as the Speaker may, from time to time, direct.".

शेष अधिकार इन के पास हैं। चूंकि आपस में समझौता हो गया था—यह सतरह तारीख की बात है—और प्रधान मंत्री ने यह आश्वासन दिया था कि विरोधी दलों में अगर ए. राय हो जाएगी, इतिफाक हो जावगा .. (इंटरप्शंस) हमें बात को खत्म करने नहीं देते हैं। आप इन को रोकिये। मैं अपनी बात को खत्म कर रहा हूं। उन्होंने कहा था कि विरोधी दलों के द्वारा जो सर्वसम्मत नाम आएगा उस को वह मानेंगी। अब अगर इस समझौते के बरखिलाफ वह जाना चाहती हैं तो यह उनकी इच्छा पर निर्भर करता है। हम जानते हैं कि उनके दल के अन्दर ऐसे तत्व हैं जो यह नहीं चाहते हैं। कौन कौन से दबाव उनके दल के अन्दर हैं, उनको हम जानते हैं, ऐसे कांग्रेसियों से भी हमारी बात हुई है जिन को यह बिल्कुल पसन्द नहीं है। इस वास्ते मैं चाहता हूं कि कुछ वेट हो। यह जो चिप वाली बात है, दबाव वाली बात है इसको आप वापस ले लीजिये। फिर अगर पता चलेगा। इस लिए मैं कहना चाहता हूं कि आप, अध्यक्ष महोदय इजाजत दे सकते हैं। हां या न वे कहें।

Mr. Speaker: May I request all hon. Members to resume their seats? Order, order. After all, it is a question of moving a motion. Where the rules do not provide for something, the Speaker certainly has the power. But where the rule clearly makes provision the rule has to be observed. Apart from that, here is a motion for the election of the Deputy-Speaker ...

Shri S. M. Banerjee: I call the conduct of the Prime Minister immoral; she says something outside but she says something else here.

Mr. Speaker: I cannot compel or force anybody to say something and to agree or not to agree to something within the House.

श्री मधु लिमये पूछ लीजिये आप उनसे, हां या न कहें।

Mr. Speaker: Here is the agenda before us which says that we have to elect the Deputy-Speaker. Here are the motions to be moved by about half a dozen Members Whether they are going to be moved or not, whether there is going to be a contest or not is a different matter. As the Speaker, I have to conduct the election. So, let us proceed with it. Therefore, I request Shri M. R. Masani to move the motion which stands in his name.

Shri M. R. Masani: I can only conclude from the Prime Minister's silence that she is not prepared to stick to the understanding that was arrived at. Therefore, I do not move the motion. (*Interruptions*).

Shri Sezhiyan (Kumbakonam): Why are you shouting?

Shri Sri Chand Goel (Chandigarh): Why not hear the Prime Minister? She wants to say something.

Shri N. C. Chatterjee: In the interest of democracy, we have to build up some sound conventions (*Interruptions*).

Please hear me for a minute. (*Interruptions*).

Mr. Speaker: Shri Prakash Vir Shastri.

श्री प्रकाशवीर शास्त्री (हापुड़): मैं अपना प्रस्ताव पेश नहीं करना चाहता हूं।

Shri Bal Raj Madhok (South Delhi): I would make an appeal to the Prime Minister that in the interest of the unity of the House, in the interest of parliamentary propriety, in the interest of dignity of Parliament, she should stick to the understanding that she had given If she is not prepared to do so, I do not move my motion.

Mr. Speaker: Shri Sreekantan Nair.

Shri N. Sreekantan Nair (Quilon): In order to test the integrity of the Congress, I do not move my motion.

Mr. Speaker: Dr Ram Subhag Singh.

The Minister of Parliamentary Affairs and Communications (Dr. Ram Subhag Singh) rose—

Shri M. R. Masani: In view of this attitude of the Prime Minister, we do not wish to participate in this election. We, therefore, withdraw from the House.

Dr. Ram Subhag Singh: I beg to move:

> "That Shri R. K. Khadilkar, a member of this House, be chosen as the Deputy-Speaker of this House".

Shri P. Venkatasubbaiah (Nandyal): I second the motion.

श्री मधु लिमये : अध्य महोदय, हमें सभा को छोड़कर बाहर जाने की इजाजत दीजिए। अब कोई भी सयाना आदमी इन लोगों के साथ समझौता न करे। अब कोई सहयोग की बात न की जाये।

श्री शशिभूषण वाजपेयी (बारयोन): अध्यक्ष महोदय, विरोधी सदस्य आपस में राइट और लेफ्ट का झगड़ा करते हैं और हम से उम्मीद करते हैं कि हम इन के उम्मीदवार को डिप्टी स्पीकर बना दें।

श्री रामसेवक यादव (बाराबंकी): आप थूको और चाटो।

(*Some hon. Members then left the House*)

Mr. Speaker: There is only one motion before the House.

The question is:

> "That Shri R. K Khadilkar, a member of this House, be chosen as the Deputy-Speaker of this House".

Those in favour of the motion will kindly say 'aye'.

Several hon. Members: 'Aye'.

Mr. Speaker: Those against will kindly say 'No'.

Some hon. Members: No

Mr. Speaker: The 'Ayes' have it; the 'Ayes' have it. The motion is carried.

The motion was adopted.

The Prime Minister and Minister of Atomic Energy (Shrimati Indira Gandhi): They have participated in the voting.

[**Mr. Speaker:** I declare Shri R. K. Khadilkar elected as the Deputy-Speaker.

May I request the Deputy-Speaker to come and occupy his seat?

[*Mr. Deputy-Speaker (Shri R. K. Khadilker) then occupied his seat*]]

Shrimati Indira Gandhi: I wish to say something in reply to what Shri Masani said to clarify the situation.

[Shrimati Indira Gandhi]

It is true that we had said that if the Opposition was united, we would not put up any candidate. However, till just before 12 noon yesterday, which was the limit for giving names, the Opposition was not united. Even afterwards, it seems they had a meeting, and they came and told me they were united; but our information even after that meeting was that they were not united on this issue It was possible also that if we had withdrawn our candidate, their names might have remained. Therefore, the position till late last night was not at all clear.

I had said very clearly to Shri Masani that if before 12 noon yesterday, which was the time-limit for nominations, they did not give us a clear indication, we would put up a candidate I just wanted to clarify that point

Shri Masani said that he knew—he admitted to me—that there were three groups, large groups with large numbers involved, without the Opposition who did not support their nomination But he said you should not bother about those people That is what I wanted to clarify

Shri Frank Anthony: May I say something? It is really unfortunate that this has happened. I personally would like very much to have seen a Member from the Opposition chosen as the Deputy Speaker. As a matter of fact, I was at most of the meetings with the Prime Minister and I had hoped that some kind of a convention would emerge by which the Speaker would be from the ruling party and the Deputy Speaker from the Opposition. I am sorry Mr. Masani is not here because quite frankly from what personal knowledge I have I think the responsibility for this convention not emerging rests primarily on Members of the Opposition. I was at the first meeting with the Prime Minister and I had a very clear impression that there was an implied understanding that the speakership would go to the ruling party and the Deputy-speakership to the Opposition. Mr. Dwivedy did not agree with me. After the vote I spoke to the Prime Minister and the Deputy Prime Minister. The Prime Minister told us that it was very clear and it had been communicated to Mr. Masani that there was an implicit understanding: speakership from the Congress Party and the Deputy-Speakership from the opposition. Apparently some Members—I am trying to be fair to some colleagues of mine on this side—did not approve of this; they wanted to reach for some more; they wanted some concensus.

Mr Speaker: It is all over now.

Shri Frank Anthony: I shall conclude in one minute. I said that is was quite wrong; if you agreed that the Congress Party should have its nominee as the Speaker, you cannot exercise in effect a veto. Then apparently what happened was this The left Communists submitted a second name I think that after that Mr Morarji Desai came to us and said very clearly although there was no understanding, although you have voted against Mr. Sanjiva Reddy for Speakership, the Congress Party will propose or second whomsoever you put up unanimously from this side But the left Communists were not prepared to accept Mr. Kunte. That is what I wanted to say. Technically the Congress Party was quite right but I hoped that you would have postponed this for two days whatever the shortcomings of the Opposition might be.

Some hon. Members: No.

Shri Frank Anthony: It would have been very much better if as a gesture the Congress Party had done this. I am not saying that you were to blame for this.

Now that the election is over, may I congratulate Mr. Khadilkar?

Shri Kamalnayan Bajaj (Wardha): May I ask him a question for information?

Mr. Speaker: No. I have called Mr. Khadilkar

Shri Khadilkar (Khed): Mr. Speaker, Sir, I am grateful to this august House for the great honour done to me by chosing me as the Deputy-Speaker.

Shrimati Tarkeshwari Sinha (Barh): Before he expresses his gratitude, let the Leader of the House welcome him.

Shrimati Indira Gandhi: Certainly, I welcome and offer my congratulations to Mr. Khadilkar. I know he will be very fair in his dealings with both sides of the House and that there will be no cause for any complaint. Mr. Khadilkar is an old Member of this House; he has experience of this House. He has also been in the Chair many a time. I think that his being the Deputy-Speaker will be an asset and of great value to all the Members.

Mr. Speaker: May I also associate myself with the santiments expressed, and congratulate Shri Khadilkar who has been elected Deputy-Speaker? Now, I will have a little more time for myself to look into other papers and all that, and I am sure that Shri Khadilkar will bear and share my responsibilities, and I am also sure that both of us will try to do our best. I have no doubt that he will be a great asset and of value to me in the discharge of my duties.

Shri Khadilkar: I am greatful to the leader and all the Members of the House and those who have put trust in me, and I hope they will extend their whole-hearted co-operation in the discharge of my duties. I assure you, Mr. Speaker, Sir, personally that you can count on my whole hearted co-operation in the discharge of your duties.

I would like to say a few words on this occasion, with your permission. In the changed context of the situation, the presiding authority in this House will have to serve as a bridge of understanding between the Government and the Opposition so that we could function in an orderly and disciplined manner, preserving the dignity and decorum and adding to the prestige of this august House. I can assure all sections of the House that I shall be strictly objective and impartial while conducting the proceedings so as to be worthy of the confidence they have reposed in me.

As one of the Members of the Panel of Chairmen, I had an occasions occupied this Chair and I have seen how most of the hon. Members co-operated in the conduct of the business and showed indulgence. The same co-operation, I trust, would be forthcoming while discharging my heavy responsibilities.

We are bound by the Constitution as well as the procedure and certain conventions and traditions. If there is a feeling that some of the procedure which we have followed so long need change or modification, that could only be done after calm and quite deliberations. After all, Parliament is an instrument for bringing about the necessary social and economic changes through debate, deliberations and decisions without disturbing the basic stability of our country.

On this occasion, I would like also to refer to a statement that I made while speaking on the no-confidence motion moved by Acharya Kripalani in August, 1963, the first of its kind. Then, I had observed:

> "During the course of the struggle for freedom, it was not simply the urge to drive out foreign power. Behind that urge for freedom was a vigorous urge for social freedom, a radical social change. This fact was recognised by the leaders in our country.

[Shri Khadilkar]

So many countries have failed in this. They failed to accommodate that social urge within the political framework and, therefore, they have several difficulties; the collapse of the democratic framework was one of them. The credit for realising this social necessity goes to this Government. Those who are dispassionate students of history, while analysing the social force behind it will admit that this Government has successfully contained this social urge within a democratic framework and made democracy a viable thing. That has stabilised here. I say it with greater confidence."

I would, therefore, urge that without in anyway disturbing or weakening the democratic framework, we should all strive to achieve our social objective.

Once again, Sir, I thank all hon. Members of all sections of the House those who are present in the House, and I assure them that I will try to protect the rights and privileges of hon. Members individually as well as of the House collectively, as is expected of me.

I thank you.

12.54 hrs.

BUDGET (RAILWAYS)—DEMANDS* FOR GRANTS ON *ACCOUNT, 1967-68 AND* DEMANDS FOR SUPPLEMENTARY GRANTS, (RAILWAYS), 1966-67

Mr. Speaker: The House will now take up the budget of the railways, the Demands for Grants on Account, and the Supplementary Demand for Grants—items 14, 15 and 16 of the Order Paper, all together. Anyway, by this evening we shall finish all the demands and put the guillotine at about 5.30.

The Minister of Railways (Shri C. M. Poonacha): Sir, may I with your permission, make a few observations?

In moving the Supplementary Demands for Grants for the current year and the Demands for Grants 'on-account' for the next year, I would like to submit that the extra requirements for Revenue Working Expenses during the current year have been reduced rom Rs. 30.28 crores as printed in the book of supplementary demands to Rs. 26.92 crores, as shown in the amended notice circulated to the House. This has been done on the basis of the latest assessment of expenditure to be accounted for in the current financialy year received from Railways at the end of last week. Similarly, the supplementary demand for withdrawal from the Pension Fund has also been reduced by 5·79 lakhs, from 42·41 lakhs to 36·62 lakhs, in view of the latest estimates received from Accountant General who disburse the pensions. I am, however, not reducing the figure of the demand for withdrawal from the Revenue Reserve Fund to meet the deficit, because it seems now that the increase of 4½ to 5 million tonnes in traffic during the year which I had mentioned in my Budget Speech is not likely to materialise. Loadings last month have been nearly three quarters of a million tonnes less than in February, 1966 and the figures for the first ten days of March also have not been very promising. On the basis of the latest information hardly 4 million tonnes of additional traffic is likely to be moved this year and, therefore, there might be a further shortfall of 3 to 4 crores even on the lower figure of goods earnings shown in the White Paper. I am hoping, however, that the deficit will not increase beyond the figure of 15.27 crores now proposed to be with-

*Moved with the recommendation of the President.

drawn from the Revenue Reserve Fund.

With these words, I request the House to support the Demands.

DEMAND No. 1—RAILWAY BOARD

Mr Speaker: Motion moved:

"That a sum not exceeding Rs. 42,99,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1969, in respect of 'Railway Board'."

DEMAND No. 2—MISCELLANEOUS EXPENDITURE

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs 1,53,13,000 be granted to the President, on account for or towards defraying the charges during the year ending on the 31st day of March, 1968, in respect of 'Miscellaneous Expenditure'."

DEMAND No. 3—PAYMENTS TO WORKED LINES AND OTHERS

Mr Speaker: Motion moved:

"That a sum not exceeding Rs. 12,49,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1968, in respect of 'Payments to worked lines and others'."

DEMAND No. 4—WORKING EXPENSES —ADMINISTRATION

Mr Speaker: Motion moved:

"That a sum not exceeding Rs. 21,18,38,000 be granted to the President, on account, for or towards defraying the charges durinng the year ending on the 31st day of March, 1968, in respect of 'Working Expenses—Administration'."

DEMAND No. 5—WORKING EXPENSES— REPAIRS AND MAINTENANCE

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 67,79,82,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1968 in respect of 'Working Expenses—Repairs and Maintenance'."

DEMAND No. 6—WORKING EXPENSE.— OPERATING STAFF

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 43,25,66,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1968, in respect of 'Working Expenses—Operating Staff'."

DEMAND No. 7—WORKING EXPENSES— OPERATION (FUEL)

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 42,75,82,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1968, in respect of 'Working Expenses—Operation (Fuel)'."

DEMAND No. 8—WORKING EXPENSES— OPERATION OTHER THAN STAFF AND FUEL

Mr Speaker: Motion moved:

"That a sum not exceeding Rs 12,52,79,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1968, in respect of 'Working Expenses—Operation other than Staff and Fuel".

DEMAND No. 9—WORKING EXPENSES— MISCELLANEOUS EXPENSES

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 10,64,74,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the

[Mr. Speaker]

31st day of March, 1968 in respect of 'Working Expenses—Miscellaneous Expenses'."

DEMAND No. 10—WORKING EXPENSES—STAFF WELFARE

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 7,39,36,000 be granted to the President, *on account, for or towards defraying the charges* during he year ending on the 31st day of March, 1968 in respect of 'Working Expenses—Staff Welfare'."

DEMAND No 11—WORKING EXPENSES—APPROPRIATION TO DEPRECIATION RESERVED FUND

Mr Speaker: Motion moved:

"That a sum not exceeding Rs 33,00,02,000 be granted to the President, *on account, for or towards defraying the charges* during the year ending on the 31st day of March, 1968 in respect of 'Working Expenses—Appropriation to Depreciation Reserve Fund'."

DEMAND No. 11-A—WORKING EXPENSES—APPROPRIATION TO PENSION FUND

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 5,01,67,000 be granted to the President, *on account, for or towards defraying the charges* during a year ending on the 31st day of March, 1968 in respect of 'Working Expenses—Appropriation to Pension Fund'."

DEMAND No. 12—DIVIDEND TO GENERAL REVENUES

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 6,00,00,000 be granted to the President, *on account, for or towards defraying the charges* during the year ending on the 31st day of March, 1968 in respect of 'Dividend to General Revenues'."

DEMAND No. 13—OPEN LINE WORKS (REVENUE)

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 3,75,00,000 be granted to the President, *on account, for or towards defraying the charges* during the year ending on the 31st day of March, 1968 in respect of 'Open Line Works (Revenue)'."

DEMAND No. 14—CONSTRUCTION OF NEW LINES

Mr Speaker: Motion moved:

"That a sum not exceeding Rs. 12,70,90,000 be granted to the President, *on account, for or towards defraying the charges* during the year ending on the 31st day of March, 1968 in respect of 'Construction of New Lines'"

DEMAND No. 15—OPEN LINE WORKS—CAPITAL, DEPRECIATION RESERVE FUND AND DEVELOPMENT FUND

Mr Speaker: Motion moved:

"That a sum not exceeding Rs. 1,78,44,75,000 be granted to the President, *on account, for or towards defraying the charges* during the year ending on the 31st day of March, 1968 in respect of 'Open Line Works—Capital. Depreciation Reserve Fund and Development Fund'."

DEMAND No. 16—PENSIONARY CHARGES—PENSION FUND

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 1,37,69,000 be granted to the President, *on account, for or towards defraying the charges* during the year ending on the 31st day of March, 1968 in respect of 'Pensionary Charges—Pension Fund'."

DEMAND NO. 2—MISCELLANEOUS EXPENDITURE

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 1,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Miscellaneous Expenditure'."

DEMAND NO. 4—WORKING EXPENSES—ADMINISTRATION

Mr. Speaker: Motion moved.

"That a Supplementary sum not exceeding Rs. 3,08,13,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Working Expenses—Administration'."

DEMAND NO. 5—WORKING EXPENSES—REPAIRS AND MAINTENANCE

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 10,89,79,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Working Expenses—Repairs and Maintenance'."

DEMAND NO. 6—WORKING EXPENSES—OPERATING STAFF

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 4,58,96,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Working Expenses—Operating Staff'."

DEMAND NO. 7—WORKING EXPENSES—OPERATION (FUEL)

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 7,80,82,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Working Expenses—Operation (Fuel)'."

DEMAND NO. 8—WORKING EXPENSES—OPERATION OTHER THAN STAFF AND FUEL

Mr Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 2,87,92,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Working Expenses—Operation other than Staff and Fuel'."

DEMAND NO. 9—WORKING EXPENSES—MISCELLANEOUS EXPENSES

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 86,87,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Working Expenses—Miscellaneous Expenses'."

DEMAND NO. 16—PENSIONARY CHARGES—PENSION FUND

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 42,41,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 967, in respect of 'Pensionary Charges—Pension Fund'."

[Mr. Speaker]

DEMAND NO. 20—WITHDRAWAL FROM REVENUE RESERVE FUND

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 15,26,93,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Withdrawal from 'Revenue Reserve Fund'."

Shri Nambiar (Tirudhirappalli): Sir, with regard to the speech made by the Minister while presenting his interim budget, I have to warn him and the country that what he is going to do is to come forward with an increase in passenger fares and freights when he presents the main budget. He has now stated that there is after all a deficit in the earnings for the year ending 31st March, 67 and he says he has to borrow from the general revenue. He has made all this preface only to create an atmosphere to come forward with a suggestion for increase in fares and freights. In page 7 of his budget speech he has said:

"This short-fall will have to be made good at the earliest opportunity, particularly since it is estimated that the expenditure from the fund in 1967-68 will be Rs. 110 crores, i.e. Rs. 11 crores more than this appropriation."

Therefore, I justifiably believe that he is going to increase the fares and freigths. It is up to him to tell the country that he is not going to increase the passenger fares and freights, so that contingency will not arise Why I am very particular about this is, already there is spiralling of prices. Therefore, if there is another dose of injection by way of increase in fares and freights, thereby adding to the the cost of the commodities that are hauled by the railways, viz. food and many other items, it will certainly add to the difficulties of the people.

13 hrs.

Apart from this, the Minister's speech requires a careful scrutiny in other respects also. He says there is a downward trend in railway revenue receipts, with which we agree, the reason being there is a stalemate in the general economy of the country. That is reflected in the railway earings as well. Under cover of that he should not bring forward an excuse and say that he wants some more revenue by way of increse in fares and freights. Even with regard to the so-called budget deficit that he shows in his estimates, I may say, we know how the railway budget estimates are prepared. A lot of jugglery of figures is there, and I do not feel that it is a real deficit in the real sense for the reason that recently there was an increase in the rates of dividend paid to the capital-at-charge to the extent of 5 per cent. It is unkown in the history of any railway establishment in the world, let alone India, that a dividend of 5 per cent is granted ...

Mr. Speaker: We will adjourn now for lunch and Shri Nambiar may continue his speech when we meet after lunch. Before we adjourn I may inform hon. Members that they may send in slips here to the Table before 14:15 hrs indicating the cut motions that they want to move We will adjourn now and meet again after lunch at 14.00 hours.

13.02 hrs.

The Lok Sabha then adjourned for Lunch till fourteen of the Clock.

The Lok Sabha re-assembled after lunch at Fourteen of the Clock.

[MR. DEPUTY-SPEAKER *in the Chair*]

RAILWAY BUDGET—DEMANDS FOR GRANTS ON ACCOUNTS 1967-68 AND DEMANDS FOR SUPPLEMENTARY GRANTS (RAILWAYS), 1966-67—contd.

Mr. Deputy-Speaker: Shri Nambiar will continue his speech.

Shri Nambiar: Mr. Deputy-Speaker, Sir, just before the House adjourned for lunch I was dealing with the proposals made by the hon. Railway Minister for meeting the expenditure of the railways during the coming year. It looked as if he is going to make a proposal in May for increase in passenger fare and freight.

Shri A. B. Vajpayee (Balrampur): But where is the Railway Minister to hear this speech?

Shri Nambiar: Sir, the Railway Minister should have been present when the railway budget is being discussed. If he is late, the trains will also be late.

On page 7 of his budget speech, the hon. Railway Minister has made this significant remark:

> "This shortfall will have to be made good at the earliest opportunity, particularly since it is estimated that the expenditure form the Fund in 1967-68 will be Rs. 110 crores, Rs. 11 crores more than this appropriation."

This is an indication that he wants to get more revenues from the Railways and the only possiblity is by way of increase in fares and freights. I shall be happy, and the whole House shall be happy, if he comes forward and says that he has no proposal to increase the fares and freights. He is creating an atmosphere in the country that he wants to do it. The Finance Minister, Shri Morarji Desai while presenting the budget said the other day that this is the first time that the railways have to borrow money from the general revenues. I would like to point out here that there is no necessity to borrow money from the general revenues. The appropriations which they are making in the budget are only jugglery of figures. There is no necessity for it. The earnings of the railways have not gone down so low that they should borrow. I am sure the figures in the White Paper will bear me out.

You will find that there is a lot of unnecessary expenditure on the Railways and that that expenditure is not justified by the performance. You will find on page 5 of the White Paper that the capital at charge in 1955-56 was Rs. 968.98 crores and that the capital at charge now in 1965-66, that is, after ten years, is 2,680.32 crores. It is almost two and a half times more. During these ten years the Railways' capital has increased by about Rs. 1,700 crores. Are you justified in spending so much by the performance that you have done? What is it that you have got out of such expenditure?

You have got this. For instance, the railway freight carried in 1955-56 was 115.9 million tonnes of originating freight traffic and now it is 203.1 million tonnes. It is only 88 million tonnes more for an additional expenditure of Rs. 1,700 crores, more than double the capital at charge in 1955-56. Is it justifiable? The money spent by the Railways by way capital expenditure is not properly justified by the performance that the Railways have done In the White Paper there is a justification given. They say in another chapter that they are justified in spending so much; but I cannot agree because the facts show to the contrary.

Coming to the next important figure which I will give—payment made to the General Revenues, page 5 in 1955-56 it was Rs. 36,12,00,000 whereas today it is Rs. 116.28 crores, three times that of the previous figure. They have given so much to the General Revenues from out of the

[Shri Nambiar]

Railways' earnings and still they say that it is not enough; they want to pay more to the General Revenues. And if you are not in a position to do that, you say that you will take a loan from the General Revenues and will repay it by increasing fares and freights.

That is why I say that it is nothing but jugglery of figures. It is not justified at all. The justification given is that you are paying dividend at the rate of 5.75 per cent and 4.50 per cent. After all, the Railway receipts are in your hands and you can appropriate it and say that you are giving 10 per cent as interest charges to the General Revenues. What is the justification for you to give it? You say that the Railway Convention Committee did it and that Parliament okayed it, but after all that is a book adjustment which you are making.

Is it not a fact that the Railways earn more and more? It is going on increasing its earnings and is appropriatioting in various kinds so that it can tell the people that there is no money with the Railways; everything has been paid and therelore the Railway is bankrupt; allow us to tax more by way of fares and freights and at the same time, to introduce economy in the name of which retrench railwaymen, increase the workload on railwaymen and give them very hard living and working conditions This is the purpose for which you are creating a jugglery of figures here.

Shri C. M. Poonacha: May I explain that this dividend is in fact the interest that is chargeable on the capital that the Government of India makes available and that the borrowing rate has been steadily going up? As such, the dividend rate has also to keep pace with the borrowing rate to which the Government of India is subject. So, there is a rational relationship between these two; they are not *ad hoc*.

Shri Nambiar: You yourself admit in your White Paper that the the General Revenues are giving a lesser percentage and that Railways are paying a higher percentage. You yourself say that in your White Paper. Then, why do you ask for this 5.75 per cent? You yourself admit that in all other transactions a lower rate of interest is charged, whereas for the Railways why do you increase it? Therefore you cannot justify it that way; otherwise you should claim that you are paying more despite the fact that the rate is less. Therefore you cannot bring forward that argument in this respect.

Further, in regard to depreciation, in 1965 it was Rs. 45 crores and today the annual depreciation is Rs. 85 crores. You have increased the railway assets by spending Rs. 1700 crores more during ten years and now you want to have made depreciation for the capital at charge. I am accusing the Government for having spent unnecessarily and improperly on the railways without any return to the proportion on the money spent.

Again, having created the atmosphere that you want more money, by way of increased fares and freights, you have attacked very strongly the railwaymen though you pay encomiums to them at the end. They are very pious wishes. I have no doubt that the same attitude will continue and that the railwaymen have done their work wonderfully well. But on page 5 of your speech, this is what you say.

Shri K. N. Tiwary (Bettiah): About the increase in depreciation, I may inform the hon. Member that the work-load has increased; the wagon-load and other things have increased

Shri Nambiar: You are right in saying that the work has increased. Why do you want to have larger depreciation amount for the money that you have spent during the last ten years? You have no necessity to have larger depreciation amount. Your calculation is wrong.

On page 5 of the Railway Budget speech, you will find a significant remark about the railwaymen and the situation that is coming for the poor 12 lakh railwaymen on whose shoulder the Railways run, not on the shoulders of some of us here.

This is what he says:

> "On the revenue side, efforts to secure economy in operating costs consistent with efficiency and safety, have been intensified. A ban was placed in August 1966 on the recruitment of ministerial staff for administrative offices....

—that is, clerical staff—

> "and even normal wastage on account of retirement, discharge, etc. are not being made up by fresh recruitment."

What is meant by saying that even the normal wastage on account of retirement, discharge, etc. is not being made up by fresh recruitment? That means there will be no recruitment. What does it mean? That means that you are going to reduce the number of staff, both clerical and line-men to such an extent that you want to have this so-called economy with the result that the efficiency of the Railways is bound to fall. You say that the tonnage has increased to the extent of about 85 per cent during the last ten years. So, to that extent, you must have more men. Instead of having more men, you want to retrench men in the name of so-called economy. You say, there is no money. Where has the money gone? For Railways, the first charge is for the railwaymen who run the railways. It is the fuel that makes the engine to run forward. If you do not want to give fuel to the engine and the fuel to the poor railwaymen who are running the railways, you cannot run railways. You cannot say that there will be retrenchment in the name of economy. That means, the railways efficiency will fall and there will be more accidents. Then, everyday in the House, we will have no other work to do except the call attention notices on railway accidents. The Railway Minister is going to attack the railwaymen and they are going to be reduced by which the efficiency is bound to fall. There is no way out. He may say that it will be without affecting the efficiency and the safety. How can you do that? After all, your railway is always on test for all the 24 hours. You and I speak in the House but the railways are running all the time. You can run the railways properly unless and until you have sufficient number of trained men at the points where they are necessary. There is no use giving an excuse that there is a sabotage or the fishplates have been removed whenever an accident occurs. God alone is the person who can say where the fishplates are removed. You can excuse yourself. But the people in the country will not excuse you. We have seen the treatment that the people of this country gave to your predecessor, the ex-Railway Minister, at the polls. When the railway accidents occur, he says, "I will not resign. I will not be answerable to the public and the Parliament." Therefore, the voters themselves took the responsibility on their own and they treated very well the ex-Railway Minister who was responsible.

Shri C. M. Poonacha: The hon. Member refers to about the defeat of my predecessor in the elections. But that is the virtue of democracy and not his virtue in any case.

Shri Nambiar: The verdict of the people is based on the cumulative effect of these. The moment I speak here, I do not get removed from my constituency My five years' work here is assessed by the electorate and they remove me if they want. But fortunately they did not remove me, but they removed the Railway Minister. The people know who is right and who is wrong.

An hon. Member: That was an accident.

Shri Nambiar: It is not an accident. It is the calculated decision of the voters to see that the Railways are properly run by a better successor, Mr. Pooncha. Therefore, I say that they must be run properly. My humble submission is this. Even he has come with a suggestion: he says that rationalisation and simplification of procedures and elimination of unproductive work has to be undertaken in order to accommodate the consequent reduction in the number of staff. This is a very clever way of putting it; it is cutting the nose like this. You straightaway say that in the name of economy you want to reduce men; but you would not say that. This is a very calculated way of putting it; this is done by the experts sitting in the office under conditions of comfort etc. But I have got telegrams here to substantiate my statement that railwaymen are being removed, retrenched, transferred and victimised. I do not want to waste the time of the House by reading all these telegrams; I have a bunch of them.

An hon. Member: You can put them.

Shri Nambiar: Yes, I can put them.

Here is one. This will give you an idea. This is from Palghat which I received this morning:

"CLASS IV EMPLOYEES TRANSFERRED EN MASSE WORKING FOURS ENHANCED SERIOUS DISLOCATION STAFF AGITATED INTERVENE MAINTAIN STATUS QUO"

This is from Palghat which I received this morning, from Southern Railway. (*Interruptions*). This is from the land of Communist Raj.

I have got another telegram. This is from the land of DMK Raj. This is from Madras State, from Tiruchirapalli.

"ELECTRICAL CASUAL LABOURERS GOLDEN ROCK. NO SIGN OF EMPLOYMENT CONTINUITY NOTICE EXPIRES ON NINETEENTH PLEASE MOVE RAILWAY BOARD."

They think that the Railway Board will come to their rescue. But unfortunately this Railway Board and the Railway Minister come forward with a speech like this; they want to have economy by way of rationalisation and retrenchment. I do not know what to do. I am between the devil and the deep sea. I am between these telegrams and Mr. Poonacha. I do not know what to do because the Railwaymen want the Railway Board to do something to avoid retrenchment, but the Railway Minister comes forward and says that he is going to have more retrenchment. To add to that, only yesterday the hon. Finance Minister, Mr. Morarji Desai, said that they are going to have retrenchment when a specific question was put by Mr. Banerjee here.

The Minister of Planning Petroleum & Chemicals and Social Welfare (Shri Asoka Mehta): He said, if it is necessary, if there is a surplus labour, that is a matter to be considered along with the various things to be considered. The hon. Member is welcome to attack as much as he likes, but he should be factually correct.

Shri Nambiar: There is a very big 'if' there. Here also the Minister of Railways says the same thing: they the thinking of rationalisation and proper utilisation of the staff so that if necessary—if necessary and all that. This is written carefully by experts sitting in air-conditioned rooms; they know how the phraseology is to be put.

Shri Asoka Mehta: We do not go to experts like the hon. Member.

Shri Nambiar: Therefore, I submit that this should not be the way that the Railway Minister should think. I

want these things to be assured today. One is that the Railway Minister will not indulge in increase in fares and freights in May when he comes forward with his detailed budget proposals. The second is that the Railwaymen who are on their rolls today, whether permanent, temporary or casual, will not be retrenched or replaced; they will be kept in service. The third is that the railway users will not be given additional difficulties or burden by direct or indirect way of increase of fares. The fourth is that he will create a better coordination and good understanding between Railwaymen and the Railway Administration.

I would also request the hon. Minister to think in terms of creating better labour relations. Though he has said that his relations with the two railwaymen's federations are cordial, yet I am not satisfied with the present relations. He has also to think of having proper relations with those unions which have not been recognised for political reasons. There is no union recognised today in the Chittaranjan factory. There are many unions which have been functioning for several years but which have not been recognised for political reasons. The hon. Minister should have an open mind and he must reconsider these things.

Shri J. M. Biswas (Bankaura): The Railway Budget, I believe, is showing a deficit for the first time. That the railways which are the oldest and biggest public sector undertaking should produce a deficit budget is a matter for very serious concern.

Now, the question comes up why the budget is a deficit one. I would like to point out the causes as far as I have studied the budget and have been able to understand it. No doubt, an increase in freights and fares sometimes adds to the railway revenues but there is a limit to it. That limit has been exceeded, so far as the railways are concerned. There is a theory that "Tax is what the traffic can bear," but in the case of the railways, I believe, the public has been taxed beyond its capacity. Therefore, my submission is that the hon. Minister may consider this point.

From all indications, it appears that the Railway Administration has decided to recover its financial losses mainly by increasing freights and fares. That will be a dangerous action from any point of view. I would like to sound a note of warning to the Railway Ministry in this regard. The increase in freights and fares has been a disincentive to the users of the railways, and the railways have been victimised because of the rebounding effect of the rise in fares and freights. Therefore, a further rise in freights and fares will definitely result in further deterioration of the situation.

My second point relates to the curtailment of expansion schemes which has also rebounded adversely on the development of steel and other industries dependent on the railways, and this has already resulted in recession in those industries. The cumulative effect of all these have affected the growth of railway traffic.

Now, I would like to discuss the wage policy of the Government. As it appears from their behaviour to labour, the Railway Ministry and its officers want to keep the wheels of the railways moving. We also believe that the wheels of the railways should be kept moving. But the wheels of the railways cannot move with the engines or the locomotives alone. The railway labour will have to keep those wheels moving. I believe minimum consideration has not been given to the condition of railway labour. What is the condition of railway labour today? The Fifteenth Tripartite Labour Conference had recommended a minimum wage of Rs. 125 p.m. for the Government employees. The minimum wage of a worker in the Delhi Cloth Mills is about Rs. 174.

[Shri J. M. Biswas]

In Tatas the minimum wage for a worker is Rs. 184. But in the railways, the minimum wage of a casual labourer is Rs. 50. To get that wage too, the worker has to face the den of corruption. The railway administration is itself a den of corruption. To get Rs. 50 as a casual labourer—every railway officer knows this—the worker has to share a portion of it with the engineering officer as bribe. Otherwise, they will not be appointed again. This is the condition of affairs there.

This corruption is not only there in casual labour employment but everywhere, in every stage or level of the railway administration. What is needed today most is the efficiency of railwaymen which only can give you a surplus budget, not Parliament, not the Ministers, not the railway officers. The railwaymen who keep the wheels moving, who repair the track, who work in the yards, who work in the workshops, loco sheds and carriage sheds, it is they who alone can give you a surplus budget and nobody else. But serious injustice has been done to these working people. Their appeals are not heard. A junior officer receives promotion superseding his seniors An appeal goes. It is not replied to. The railwayman is unjustly treated in respect of his legitimate dues. For getting leave, he has to pay a bribe. For legitimate promotion, he has to grease the palm of some superior officer.

As a representative of the All India Railwaymen's Federation, I had an opportunity to meet the railway officers. There also I threw a challenge. Some officers accepted it. They were later satisfied on inquiry that my complaints were not baseless.

So far as the engineering people are concerned, they have to pay bribes to the railway officers to satisfy them.

This is the position today. Some officers opposed what I said and said 'You were not correct'. I would request the Railway Minister to go personally into this matter. Let him see for himself what is the state of affairs. Corruption of a serious type is prevalent at all levels. Nobody seems to know about these things. I had the opportunity to work in the railways for 15 years first as a Guard and then as an Assistant Yard Master. I know the position. I know the tremendous work the railwaymen have to do and the hard treatment they are meted out at the hands of the administration. In most of the cases justice is not done to them. Somebody is transferred to a better station. Why? Because he is related to some officer. Some junior man is promoted or a new post is created to suit him. Why? Because he is a son-in-law or son-in-law's son-in-law of some senior officer. This is the position.

Shri Nambiar: These things happen.

Shri J. M. Biswas: This kind of nepotism and favouritism is prevalent everywhere, in every level of the railway working. I would request the new Minister, Shri Poonacha, to do something about it. I had an opportunity to talk to him. He also assured me that he would take all these things into consideration and try to eradicate these evils. He should not think that I have said all these things because I sit in the Opposition Benches and that these are baseless complaints. I am talking from the experience I have in my work in the railways.

In the matter of accidents, you are blaming the railwaymen. What is the main reason for accidents? The railwayman is given an under-wage. Of the 13 lakh workers in the railway, those serving in the class III and class IV categories are given an under-wage. The second thing is that they have to face charge-sheets like showers of rain. They will work hard, but

still, they have to face charge-sheets. I have heard some railway officers to say That they have taken big degrees in engineering, in science and so on, but after coming to the railway, their work consist of only signing charge-sheets'. This is the state of affairs in the Railways.

If the idea is to satisfy the railwaymen and keep them contented, what is the harm in recogning the union of the Chittaranjan Locomotive Works? The Railway Minister has in his statement said that the Chittaranjan Locomotive works are producing steam, diesel and electric engines. Most of the 10,000 employees here have joined the Chittaranjan Locomotive works labour Union. What is the harm if you give recognition to this union? Does it cost you money? The employees had even approached Pandit Nehru for recognition? Pt. Nehru told them to change the president of their union, Shri Haridas Chakravarty, who was a communist. It was an indicaion given by him that if they changed him, recognition would be given The president was changed; still that union has not received recognition. Where is the changed for them to bring their grievances to the notice of the administration? Is it democratic? The All India Railwaymen's Federation repeatedly brought it to the notice of the Government. Still recognition is not given because you feel that the union is not controlled by the INTUC. That is your only grievance.

So many commissions were appointed.

Shri K. N. Tiwary: He is quoting late Pandit Nehru. What authority has he got in support of his quotation? Is there any proof of what he says?

Shri Indrajit Gupta (Alipore): A senior Member like Mr. Tiwary should not interrupt a maiden speech like this.

Shri J. M. Biswas: I am a new Member and I have come from West Bengal. I have told you that I was a railway servant; I was a guard in the Railways and I never expected to come here but people did not want Atulya Ghosh . . . . (*Interruptions*). I request the ruling party to understand the problem. You cannot deny that you have produced deficit budget in the railways. It is a serious thing. The railways appointed a New Deal committee, Shankar Saran tribunal, Classification tribunal, class IV staff promotion committee. All these tribunals and commissions gave their recommendations. These recommendations were also accepted by the Government but none of them were implemented in full. Some recommendations of some commissions have been implemented in parts; others have not been implemented at all. What will the railways lose if they implement the recommendations of the classification tribunal? They have accepted that recommendation. There are rules in the railways that the senior men should get promotion earlier but that rule is not observed. A man should get his due promotion by appearing before the selection board.

Mr. Deputy Speaker: The hon. Member's time is up.

Shri J. M. Biswas: I would request the hon. Speaker and the House to understand some problems about the railways in detail. I am the only man who will speak on this from my party. I was saying that they should implement the rules properly and strictly. Let them implement those rules. For implementing those rules, they are not required to pay anything to the employees. The employees want justice from you; they want justice in the true sense of the term; not paper justice; not justice on record; they are not getting real justice.

I would request some Members of the Opposition and also the Members of the ruling party to go to the

[Shri J. M. Biswas]

spot, and I would show them how the heavy amount of paper money is going to be wasted by these private contractors, by the private contract system. The railways made an attempt to organise labour contract co-operative societies. The labour contract co-operative societies began to organise themselves, and they were formed. But what is the fate of those labour contract co-operative societies? They started functioning. There was the recommendation of the Planning Commission; they said that at the earliest stages the work of the co-operative societies may not be up to the satisfaction of the authorities concerned. It was a fact, but mostly the labour contract co-operative societies in the railways were discharged May I tell you how? They are unbale to pay the percentage of the bribe to the engineering officers as observed by the Kripalani Committee in their report. A contractor before the Kripalani Committee clearly stated that there were certain percentages which he had to pay as bribe to the officers, to the engineering officials. For a co-operating it is very difficulty to pay the bribe, because they cannot account for it. That is why the labour contract co-operative societies are going to be discouraged.

I know some railwaymen at Adra who organised a labour contract co-operative Society their So many promises came up from the railway officers. The society was inaugurated by big engineering officials. But what is the fate of the labour contract co-operative society? I had a talk with the hon. Minister of State in the Ministry of Railways, Mr. Ghosh, about that labour contract co-operative society. I am now going to extend an invitation to him to attend the funeral procession of that society, which has bees brought to this position only by the sheer non-co-operation on the part of the railway officers. I would suggest that this private contract system should be abolished. The privete contractors are building houses and I can show you how these quarters and houses, even instances are there, only after three months of completion of the building, were washed away by rain and storm. After an examination, it was found that there was very little cement in them. Where had all the cement gone? The cement had gone to the black market. This is the work of the private contractors. The officials demand something from these private contractors; the contractors will pay them the bribe and sell the cement and the materials and by that money they will pay the bribe to the officials, because you know, they cannot pay any bribe from their own pocket Can the Railway Minister say what is the heavy amount they are going to spend for remodelling and repairing of all these quarters?

Mr Deputy-Speaker: The hon Member should conclude now.

Shri J M Biswa: You are not allowing me sufficient time. Nobody else other than me in my party will speak on this subject

Mr. Deputy-Speaker: I will give him a couple of minutes more, I am making an exception because this is his maiden speech.

Shri J M Biswas: I will take only five more minutes, Sir.

An hon Member: He is talking of bribery.

Shri J M. Biswas: I am not going to talk any more about bribery because it may be displeasing some people

Now, the country has very high hope, and we do pay our respect to the President of the country. The President, who is known as a philosopher and respected by all His signature was obtained to sack a BTM of Tata's Loco shed under article 311(2)(c) of the constitution. Under this article, anybody from Government service can be dismissed without assigning any reason!

14.40 hrs.

[Shri D. S. Raju in the Chair]

Many people have been removed from their services, some by the President under article 311(2) (c) of the Constitution and some under the special powers of the General Manager. I am not talking of those cases where they have been removed under the special powers of the General Manager, because that special power was declared void by the Supreme Court. I am talking of those persons removed by the President under article 311(2) (c). Why were they removed? What offence have they committed? When we spoke to the railway officers, they have told us that this man was removed because he was a member of the PSP and that man was removed because he was a member of the communist party and soon. We asked the officers, why not charge-sheet them and bring a case against them? The reply of the officers was, "We cannot prove and substantiate the charges. So, the President's name has been used to remove them."

Shrimati Lakshmikantamma (Khammam): On a point of order, Sir. According to the rules, the President's name cannot be brought in here. I want your ruling.

Shri J. M. Biswas: I am talking about the efficiency of railwaymen. I warn the railway ministry that unless the efficiency of railwaymen is increased, you cannot get a surplus budget. No diesel or steam locomotive can give you a surplus budget. I am just describing how they are killing the efficiency of the railwaymen. The hon. member should understand that I am quite relevant and speaking to the point. When I find that my colleague has been removed from service under article 311(2)(c), my efficiency will not be encouraged naturally. The people of the country demand that all the people who have ben dismised under that article should be taken back. In the S.E. Rly. they have removed more than a dozen people under this article of the Constitution. I would request the Railway Minister to consider this. If you want to remove them, at least you can give them a hearing. That is democracy. It does not look nice and proper that Dr. Radhakrishnan's name is utilised to remove a BTM.

Mr. Chairman: His time is up. He should conclude now.

Shri S. M. Banerjee (Kanpur): It is his maiden speech. You should show him some consideration. He has defeated Mr. Atulya Ghosh.

Shri J. M. Biswas: I am a railwayman and I am pressing my points They are talking that the passengers have been given so many amenities. On the 25th March, I had been to Jagadhri on N. Railway. The passenger trains are running there without any light No lights are there in the compartments. The public of that place, knowing that I was a Member of Parliament, called me and pointed it out. All those trains—Dehra Dun to Amritsar 349UP, Delhi to Ambala 331UP and Delhi to Saharanpur IDS—were without light. All those passengers were travelling n the darkness. अंधेर नगरी, चौपट राजा there is no light, thieves can easily enter the compartments. They can easily take away the passengers' luggage These are the amenities provided by our Railway Administration. If there is any hon. Member from that area, belonging to the Ruling Party, he will also say that bogies of passenger trains are completely dark and if there are only two or three passengers in a compartment they are afraid to travel by these bogies of the passenger trains. This happened on the 25th when the Railway Budget was going to be debated in this Parliament.

I shall now touch upon certain points in brief. There is the question of demurrage. By collecting the correct amount of demurrage the Railways can earn a huge amount.

Shri Randhir Singh (Rohtak): Sir, is a maiden speech immune from all rules and regulations?

Shri J. M. Biswas: I will tell you

how the Railways lose a large portion of the demurrage that they can collect. They send wagons to the collieries. The collieries are expected to load and return the wagons within five hours. But they do not load in time and they even keep the wagons for 24 hours They do not pay any demurrage No demurrage is collected from them Why? During night time some furniture, some cash and other things go to the officers of the railways By that they not only deprive the Railways but the whole nation of the due demurrage from the collieries and other private industries.

I am going to prepare a list of my charges and send it on to the Minister of Railways separately under a separate cover. I am not going to disclose them now. If I disclose them now the people concerned will be on the alert I have got enough materials with me I want to bring them to the notice of the hon Minister, Shri Poonacha on whom, after hearing him, I have got faith that he will take effective steps to rectify the errors

With these few words, Sir, I want to thank the hon Speaker for allowing me some time to speak on these Railway Demands.

Shrimati Lakshmikantamma: Sir, I rise to a point of order under Rule 352(vi) where it is said:

> "use the President's name for the purpose of influencing the debate;"

I would request you to give your ruling on the point that I have raised.

Shri S M. Banerjee: Sir, before you give your ruling, I want to raise a point of order. I invite your kind attention to Rule 356.

Shri Randhir Singh: The point of order is also maiden.

Shri S. M. Banerjee: Rule 356 says:

> "The Speaker, after having called the attention of the House to the conduct of a member who persists in irrelevance or in tedious repetion either of his own arguments or of the arguments used by other members in debate, may direct him to discontinue his speech."

Here instead of "him" I substitute the word "her".

Shrimati Lakshmikantamma: When the proceedings are irregular, against the rules, you have to give a ruling.

Mr. Chairman: There is no point of order.

Shrimati Lakshmikantamma: Sir, it is laid down in the rules. That portion has to be expunged.

Mr. Chairman: I have already ruled that there is no point of order.

श्री क० ना० तिवारी चेयरमैन साहब रेलवे मंत्री महोदय ने जो बजट पेश किया है उसका मैं स्वागत करता हूं। अभी इस पर बोलते हुए नम्बियार साहब ने कहा कि जो रेलवे के कर्मचारी हैं उन मे छंटनी नही होनी चाहिए। मैं उन के साथ सहमत हूं कि उन की छंटनी नही होनी चाहिए। लेकिन साथ ही साथ उन्होने यह कहा कि इनकम बढ़ाने का कोई इंतजाम नही होना चाहिए तो मेरी समझ मे यह बात नही आती कि अगर रेलवे की आमदनी इतनी नही हो कि जिससे उन को और भी एमेनिटीज दी जा सके, या रेलवे पैसेंजर्स को एमेनिटीज दी जा सके या नयी रेलवे लाइन्स बनायी जा सके या और दूसरे इम्प्रूवमेंट के काम किये जा सके तो यह काम होगा कैसे रेलवे के लिये दूसरा आमदनी का काम तो सरकार के पास है नही। यह भी एक बिजनेस कन्सर्न है, अगर इसकी आमदनी नही बढ़ाई जायेगी और खर्चा जैसे का तैसा रहा तो यह कैसे चल सकता है, इसलिए इस बात में मैं उनसे डिफर करता हूं।

दूसरी बात, जहां तक रेलवे फ्रेट और फेयर्स बढ़ाने की बात है, मैं रेलवे मिनिस्टर साहब से एक निवेदन जरूर करूंगा— हर रेलवे लाइन में हर तरह की वेफ्ट्स

होती हैं, चोरियां होती हैं, गुड्स की और दूसरी सब चीजों की, रेलवे मैटीरियल की, अगर इसको रोका जाय तो बहुत बड़ी रकम इससे बच सकती है। इस के लिए एक कमेटी बनाई गई थी और तय हुआ था कि आर० पी० एफ० नाम की आर्गेनिजेशन उस को दी जाय, क्योंकि इस समय जो वर्तमान सिस्टम है, जिसमें कि आर० पी० एफ० भी है और रेलवे पुलिस के साथ सिविल पुलिस भी उस में है उनके पास जो राइट्स नहीं हैं, वे उन को दिये जांय, जिससे कि वे इस काम को रोक सकें। यह सभी जानते हैं और नम्बियार साहब भी जानते हैं कि लाखो-लाख रुपये की चोरी रेलवे में रोजाना होती है, इस को रोकना अत्यन्त आवश्यक है। यह काम तभी रुक सकता है कि जो मजदूर आन्दोलन हैं, जो अमेनिटीज मांगते हैं, इस में रेलवे की सहायता करें, तभी रेलवे डिपर्टमेंट और रेलवे का शासन इसमें कामयाब हो सकता है।

एक दूसरी चीज की तरफ भी मैं मंत्री महोदय का ध्यान दिलाना चाहता हूं। हमारे जो छोटे तबके के रेलवे कर्मचारी हैं, ह्यूमन ग्राउण्डस पर उनके जो राइट्स है उनकी जो अपीलें होती हैं, उन मे बड़ी देर होती है, उन की सुनवाई नही होती हैं— एक मामूली ट्रांस्फर के लिए, एक मामली एकामोडेशन के लिए या दूसरी जो अमेनिटीज हैं, या सजा की जो अपीलें होती है वे सालों-साल पड़ी रहती है, उन पर अफसर कोई ध्यान नहीं देते है। मैं उन से निवेदन करूंगा कि अपने आने वाले समय मे इस बात पर ध्यान दें कि जो भी अपीलें हों, उन पर ज्यादा से ज्यादा 6 महीने के अन्दर तसफिया हो जाना चाहिए और वे ज्यादा दिन तक पेन्डिग न पड़ी रहें।

जहां तक नई रेलवे लाइने बिछाने का सवाल है, मैं मंत्री महोदय से निवेदन करूंगा कि जहां जहां फ्रांटियर है, हिन्दुस्तान के जिस जिस भाग में अभी तक रेलवे हिस्सा है, जैसे नैपाल का बार्डर है चम्पारन को लिये हुए बिहार-नैपाल का बार्डर है जहां जहां स्टैटिजिक पोजीशन्ज हैं, ऐसी जगहों पर नई रेलवे लाइनें बिछाने पर जोर देना चाहिए, उन को फर्स्ट प्रारिटी मिलनी चाहिये।

इसके साथ साथ मैं उन से यह भी निवेदन करूंगा कि जहां तक पैसेन्जर्स को अमेनिटीज देने का सवाल है, उस में बड़ी कमी है। जैसा अभी एक माननीय सदस्य ने कहा कि ट्रेन की ट्रेन अन्धेरे में चलती है, यह बात सही है। बहुत सी ट्रेन्ज ऐसी होती हैं, जिनमें पानी का इन्तजाम नहीं होता है, बहुत सी जगहो पर खाने पीने का ठीक इन्तजाम नही है, कैटरिंग का इन्तजाम ठीक नही है, खाना अच्छा नही मिलता है और वेस्ट भी बहुत जाता है। हर सेशन में ये बातें कह कर रस्म अदा की जाती हैं, हम हर सेशन में मंत्री महोदय का ध्यान इन बातों की ओर आकर्षित करते हैं, वे नोट भी करते हैं, विभागों में भी वे भेजी जाती हैं,लेकिन गाड़ी जहां की तहा खड़ी रह जाती है....

एक माननीय सदस्य : मंत्री बदल जाय तो क्या करें।

श्री क० ना० तिवारी : इस लिये मैं निवेदन करूगा कि इन मामलो में जो इम्प्रूवमेंट आपको करना हो, वह कीजिए। इस बात को लेकर हमारे दूसरे तरफ के साथी प्राइवेट सेक्टर और पब्लिक सेक्टर पर बहुत जोर देते हैं, हम को इससे कोई मतलब नही है, हम को खाने से मतलब है —प्राइवेट सेक्टर अच्छा दे या पब्लिक सैक्टर अच्छा दे, न हमें प्राइवेट सैक्टर से ज्यादा प्रेम है न पब्लिक सेक्टर से, लेकिन हम देखते हैं कि डिपार्टमेंटल कैटरिंग भी जहां जहां है, उस की भी सर्विस कोई ज्यादा अच्छी नही है, इसलिए जो भी कैटरिंग सिस्टम आप रखें, उस में इम्प्रूवमेंट होना चाहिए।

एक बात मैं यह कहना चाहता हूं कि लेट-रनिंग आफ ट्रेन्ज काफ़ी फ्रीक्वेन्ट हैं। इस बात की ओर बराबर ध्यान दिलाया

[श्री क० ना० तिवारी]

उस का कोई न कोई एक्सप्लेनेशन दे दिया जाता है कि इस वजह से गाडी लेट हुई, इस तरफ भी आप का ध्यान जाना चाहिये।

एक और बात की ओर भी आपका ध्यान दिलाना चाहता हू जो कि अभी अखबारो मे निकली थी—इन्फीरियर क्वालिटी आफ कोल। जो इस से सम्बन्धित हैं, उन्होने लोअर ग्रेड का कोयला रेलवे को सप्लाई किया, जिससे लाखो रुपये का घाटा रेलवे को हुआ, रेलें ठीक से चल नही सकी, इन्जिन चल नही सके। मेरा ख्याल है कि इस सम्बन्ध मे जो पब्लिसिटी प्रेस मे हुई है उस ओर रेलवे मत्री का ध्यान जाना चाहिये और इस सम्बन्ध में पब्लिक मे जो भावना हो रही है, उसको जल्द से जल्द दूर किया जाना चाहिए।

जहा तक स्टाफ का सवाल है—आर० पी० एफ० और जो वहा की पुलिस है, जो छोटे तबके के सिपाही हैं और दूसरे लोग हैं इन लोगो की अमेनिटीज बहुत कम है, उनका काम बहुत ज्यादा है लेकिन उनकी वर्दी, उनके रहने की जगह, उनके क्वार्टर, उनके होस्टल्ज, उनके खाने की व्यवस्था ठीक नही है। मैं कलकत्ता गया था, वहा पर मैंने देखा कि तीसरे दर्जे का रवाना उनको मिलता है, जिससे कि वे जवान अच्छी तरह से ड्यूटी नही दे सकते। इस लिये मेरा सुझाव है कि इस मे भी इम्प्रूवमेंट लाने की कोशिश होनी चाहिए।

जहा तक रेलवे के पब्लिक सर्विस कमीशन का सवाल हैं, बिहार के लिये या तो इलाहाबाद है या कलकत्ता, बिहार के लोगो को कलकत्ता या इलाहाबाद जाना पडता है, इस के लिये मैं पाटिल साहब को धन्यवाद देना चाहता हू, उन्होने इस के लिये वायदा किया था, लेकिन जिस रूप मे रेलवे पब्लिक सर्विस कमीशन होना चाहिए, रेकूटमेंट होना चाहिए, वह अब तक बिहार में नही हुआ है, मालूम नही इस मे आपको क्या दिक्कत है, क्या डिफिकल्टीज हैं, इस लिए इस ओर भी मैं आपका ध्यान आकर्षित करना चाहता हू।

मेरी कास्टीचूएन्सी में नरैनापुर पुल का सवाल पिछले 40 वर्षों से पडा हुआ है जिससे कि सारे का सारा कनेक्शन यू० पी० और बिहार से सीधा आसाम और कलकत्ता तक चला जाता है। इस के सम्बन्ध मे कई मर्तबा रेलवे विभाग को कहा गया लेकिन आज तक इस के सम्बन्ध मे कोई कार्यवाही नही हुई। गण्डक प्राजैक्ट का जो बैरेज बन रहा है, उस पर पुल दे रहे हैं, उस पुल से होकर गोरखपुर से मिला सकते हैं, वह मेन लाइन होगी, एमरजेंसी मे जो छोटी छोटी लाइनें हैं उन पर इतना निर्भर नही रहना पडेगा। भगवान न करे, कभी कोई घटना हो जाय, तो एक एडीशनल लाइन आपके पास रहेगी, जिसे आप एमरजेंसी मे काम मे ले सकते है। ये विभागीय जो आफिसर्ज हैं, इन का पता नही, ये लोग कैसे जाच करते हैं। कभी कहते हैं कि इकानामिक नही है। अगर इकनामिक था तो नही था तो बी० एन० डब्ल्यू० रेलवे जब थी तो उस ने कैसे इस लाइन को बनाया हुआ था। अगर उस वक्त इकानामिक था तो आज भी इकानामिक हो सकता है। हम समझते हैं कि इस सम्बन्ध मे नैपाल सरकार से बात करनी होगी, क्योकि नैपाल टैरिटरी से हो कर वह लाइन जायगी, चूकि नैपाल सरकार का उस से डवेलपमेन्ट होता है, उन की जनता को उस से सुभीता मिलती है, इसलिये मेरा ख्याल है कि अगर उस सरकार से बातचीत की जाय, तो उन्हें भी इस मे कोई आपत्ति नहीं होगी।

इन सब बातो की ओर मैं माननीय मत्री जी का ध्यान आकर्षित करता हूं और आशा करता हू कि जो करना होगा, उस को वे कर देंगे और जो नही करना होगा,

उस को वह साफ कह देंगे कि हम से यह नहीं होगा।

Mr. Chairman: Hon. Members may now move their cut motions to the Demands for Grants on Accounts (Railways), 1967-68 and Demands for Supplementary Grants (Railways), 1966-67.

Demands for Grants on Account

Shri Dhireshwar Kalita (Gauhati): I beg to move:

"That the demand for grant on Account under the head construction of new lines—Capital and Depreciation Reserve Fund (Pages 137—144) be reduced by Rs. 100".

[Need to construct a second Brahmaputra bridge linking Jogighopa and Pancharatna (1)].

"That the demand for grant on Account under the head construction of new lines—Capital and Depreciation Reserve Fund (Pages 137—144) be reduced by Rs. 100".

[Need to extend the broad gauge railway line from Jogighopa to Tinsukia. (2).]

Demands for Supplementary Grants

Shri Nambiar: I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 3,08,13,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Refusal by the Railway Administration to transfer officers of the former Southern Railway from Hubli and Vijayawada Divisions of the newly formed South Central Railway to the Southern Railway and the consequent agitation and hunger strike by the officers (1)]

Shri R. Shastri (Patna): I beg to move:—

"That the demand for a supplementary grant of a sum not exceeding Rs. 3,08,13,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Failure to supply foodgrains to railway labourers at fair price (2)]

Shri Nambiar: I beg to move:—

"That the demand for a supplementary grant of a sum not exceeding Rs. 10,89,79,000 in respect of ordinary working expenses—Repairs and maintenance be reduced by Rs. 100".

[Unrest due to retrenchment of 38 casual labourers of 2 to 4 years' service in the Electrical Department of the Post-war Reconstruction Section of the Southern Railway in Golden Rock (3)]

"That the demand for a supplementary grant of a sum not exceeding Rs. 10,89,79,000 in respect of ordinary working expenses—Repairs and maintenance be reduced by Rs. 100".

[Continued refusal to complete the electrification of the remaining "C" type quarters in the Rai way colony of Golden Rock of the Southern Railway (4)]

"That the demand for a supplementary grant of a sum not exceeding Rs. 10,89,79,000 in respect of ordinary working expenses—Repairs and maintenance be reduced by Rs. 100".

[Continued indifference in carrying out repairs and maintenance of the quarters and roads in the Rai'way Colony at Golden Rock in the Southern Railway (5)]

[Shri Nambiar]

"That the demand for a supplementary grant of a sum not exceeding Rs. 10,89,79,000 in respect of ordinary working expenses—Repairs and maintenance be reduced by Rs. 100".

[Unrest due to threat of large-scale retrenchment in loco sheds all over the Railways due to dieselisation. (6)]

"That the demand for a supplementary grant of a sum not exceeding Rs. 4,58,96,000 in respect of ordinary working expenses—Operating staff be reduced by Rs. 100".

[Continued shortage of operating staff like Station Masters, Assistant Station Masters, Levermen, Pointmen, Booking and Commercial Clerks in the Southern Railway and the consequent over-working by safety staff leading to fall in efficiency and safety. (7)

Shri R. Shastri: I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 4,58,96,000 in respect of ordinary working expenses—Operating staff be reduced by Rs. 100".

[Failure to remove the difficulties of Loco Shed workers. (8)]

Shri Nambiar: I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 7,80,82,000 in respect of ordinary working expenses—Operation (Fuel) be reduced by Rs. 100".

[Unreasonable increase in Railway expenditure consequent on rise in prices of coal, increase in Central Sales tax on coal and diesel oil and higher rates charged by Electricity Boards. (9)]

"That the demand for a supplementary grant of a sum not exceeding Rs. 86,87,000 in respect of ordinary working expenses-miscellaneous expenses (Pages 13-14) be reduced by Rs. 100".

[Fall in standard of food supplied by the Railway Catering Department and dining cars. (11)]

Shri R. Shastri (Patna): I beg to move:—

"That the demand for a supplementary grant of a sum not exceeding Rs. 86,87,000 in respect of ordinary working expenses—miscellaneous expenses (Pages 13-14) be reduced by Rs. 100".

[Failure to check railway accidents and inadequacy of assistance rendered to victims of accidents (12)]

Shri Abdul Ghani Dar (Gurgoan): I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 3,08,13,000 in respect of ordinary working expenses—administration (Pages 3-4) be reduced by Rs. 100".

[Failure to check the pilferage and damage to goods on Goods Trains. (13)]

"That the demand for a supplementary grant of a sum not exceeding Rs. 10,89,79,000 in respect of ordinary working expenses—repairs and maintenance (Pages 5-6) be reduced by Rs. 100".

(Mass scale unrest owing to large scale retrenchment in loco sheds due to dieselisation. (14)

"That the demand for a supplementary grant of a sum not exceeding Rs. 86,87,000 in respect of ordinary working expenses-miscellaneous expenses (Pages 13-14) reduced by Rs. 100".

[Sub-standard catering arrangements by the Railway Catering Department and dining cars (15)]

"That the demand for a supplementary grant of a sum not exceeding Rs. 86,87,000 in respect of ordinary working expenses—miscellaneous expenses Pages 13-14) be reduced by Rs. 100".

[Inadequate arrangements to check the rail accidents and non-availability of medical treatment to the affected passengers in the accidents. (16)]

15 hrs.

श्री जार्ज फर्नांडीज (बम्बई दक्षिण) : सभापति महोदय, दो ढाई साल पाटिल साहब ने रेल मंत्रालय को चलाने के बाद और नये मंत्री महोदय की ओर से रेलवे बजट मे घाटा नहीं बतलाया जाता तो उस मे कुछ अचरज बात होती असल मे आज जिस किस्म का बजट हमारे सामने पेश हुआ है उस को देखते हुए मुझे तो किसी बात का आश्चर्य नहीं होता है क्योकि पाटिल साहब का तो हमेशा का यह इतिहास रहा कि जो भी चीज उन्होने हाथ मे ली उस को बिगाडने का काम किया । खाद्य परिस्थिति उन के अन्न मत्री होने के पहले तक ठीक थी . . .

Shrimati Lakshmikanthamma: The hon. Member can say, ex-Railway Minister instead of Mr. Patil he is not here.

Shri Nambiar: It makes no difference.

श्री जार्ज फर्नेन्डीज : पाटिल साहब के दोस्त कौन ज्यादा होंगे हमें पता नही । अन्न का मसला तब तक ठीक था जब तक पाटिल साहब खाद्य मंत्री नहीं बने थे । वह मंत्री बने और पी० एल० 480 के सिवाय कोई दूसरा सहारा भी हम लोगो के लिए नहीं है । रेल मंत्री जब तक बने तो कुछ हमारे दोस्तों को उन को अपघात मंत्री का नाम देना पड़ा । वहां से बढ़कर हमारे सामने बजट आता है कि जिसमें हिन्दुस्तान के लोगों को आज यह कहा जाता है कि अगले दो, तीन महीनों के अन्दर रेल टिकट का भाडा बढेगा और जो रेल में माल ले जाने का काम होता है उस का खर्चा बढ़ेगा और यह तमाम चीजों का नतीजा जो कि आज जीवन निर्देशांक है वह बढ़ाने का काम मोटे तरीके से अगले दो, तीन महीनो में किया जायेगा ।

सभापति महोदय, मुझे रेलवे बजट पर बोलते हुए एक बात को सब से पहले साफ करना है कि मैं कोई ऐसी उम्मीद लेकर नही आया हूं कि कांग्रेस हुकूमत से रोटी का मसला या इस मल्क में कोई भी मसला दुरुस्त करने का काम हो सकता है या उस को हल करने का काम हो सकता है । लेकिन चूंकि कुछ सुझाव उन के सामने पेश करने हैं, कुछ उन की गलतियों को उन के सामने बतलाना यह हमारा फर्ज है इसलिए मैं इस बजट के सिलसिले मे चन्द बाते आप के सामने पेश करना चाहूंगा ।

घाटे की बात तो यहा पर करने में आई है लेकिन बजट को पेश करते हुए उस के साथ-साथ गये साल की आडिट रिपोर्ट भी हम लोगो के सामने पेश की गई है । इस आडिट रिपोर्ट मे अगर देखा जाय तो एक बात ऐसी बताने मे आई है कि 15 अक्तूबर, 1966 तक के हिसाब किताब में 105 करोड़ रुपया खर्च करने मे एक की तो आडिट ने मजूरी नही दी है या उस खर्च के बारे में आडिट ने हरकते उपस्थित की हैं । कुछ 15–20 करोड रुपये के घाटे की बात होती है एक तरफ अपने बजट में और दूसरी तरफ आडिट की ओर से यह बात कहने मे आती है कि 105 करोड़ रुपये के खर्चे के बारे में हमारी हरकतें है तो उसी से आप अंदाजा लगा सकतें हैं कि रेल मंत्रालय का काम किस दिशा में चल रहा हैं और घाटा कितना है और फायदा कितना है ? असल में बजट

[श्री जार्ज फर्नांडीज]

के साथ आडिट रिपोर्ट को पेश कर के एक बहुत बडी मेहरबानी हमारे ऊपर रेल मत्रालय ने की है। इस आडिट रिपोर्ट मे गये साल के बारे मे जो करोडो रुपये रेल खाते की ओर से बर्बाद करने मे आ गये, उस का काफी जिक्र है। कई मसलो के बारे मे कई चीजो के बारे मे और उस को पढने के बाद एक ही चीज साफ हो जाती है कि यू तो सारी सरकार भले ही भ्रष्ट तरीके से चलती हो मगर उस मे रेल मत्रालय और रेल खाता भ्रष्टाचार मे एक नम्बर रखता है और इस भ्रष्टाचार के कई नमूने इस आडिट रिपोर्ट के पेश करने मे आये है। मुझे तो एक चीज के बारे मे खास तौर पर यहा आप की नजर खीचनी है जो कि वैस्टर्न रेलवे के बारे मे है

"incorrect classification of a commodity"

पन्ना नम्बर 43 पर लिखा हुआ है कि एक रेलवे के स्टेशन मास्टर ने जो रेल के बडे अधिकारियो की ओर से किन्ही कन्ट्रैक्टर्स के साथ हाथ मिला कर सरकारी पैसा कहिये या जनता का पैसा कहिये, बर्बाद करने का जो षडयत्र बनने मे आ गया था उस को अधिकारियो के सामने पेश करने का काम किया लेकिन इस रिपोर्ट के अनुसार गये दो, तीन सालो से, तीन सालो से इस मसले पर न रेलवे मत्री महोदय फैसला लेने को तैयार है, न रेलवे बोर्ड फैसला लेने को तैयार है और न ही रेलवे के ऊपर के अधिकारी फैसला लेने को तैयार है। असल मे जो उन्होने फैसला लिया वह जो भ्रष्टाचार चल रहा था उस को जारी रखने के लिए लिया और अभी तक इस रिपोर्ट के अनुसार तीन सालो मे 48 लाख रुपयो का नुकसान एक स्टेशन पर जाने वाले माल को गलत तरीके से भेजने की वजह से हो रहा है। मैं चाहूगा कि नये फेयर के बारे मे बातचीत करने के पहले रेलवे के खाते मे बचत करने के पहले रेल मत्री और सरकार के अन्य सम्बन्धित लोग इस भ्रष्टाचार की तरफ सब से पहले देखें और वह जो पैसा बर्बाद हो रहा है अलग अलग तरीको से उस पैसे को रोकने का सब से पहले काम करें ताकि एक तो सार्वजनिक जीवन मे भी ईमानदारी लाने का काम हो और दूसरी तरफ सामान्य नागरिको के ऊपर जो नया बोझा डालने की आप सोच रहे है उस से उन को बचाने का कोई तरीका हो। अगर भ्रष्टाचार का मामला सिर्फ चन्द लोगो के पैसा खाने तक ही सीमित रहता तो हमे यहा इतना चिल्लाने मे कोई मतलब नही रहता। यह भ्रष्टाचार कुछ और आगे बढता है और यह भ्रष्टाचार की वजह से आज से मुझे यहा पर कहना है कि यह जो रेल के अपघात होते हैं उन का बुनियादी कारण भ्रष्टाचार रहता है। पता नही श्री कमलनयन बजाज इस हाउस मे हैं या नही मगर जब गये साल एक के बाद एक 6 महीने के अन्दर 40–50 बडे ऐक्सीडैंट्स हो गये हिन्दुस्तान भर मे तो श्री कमलनयन बजाज ने इडियन एक्सप्रैस मे एक लेख लिखा मेरे पास इस वक्त वह लेख नही है। मैं चाहूगा कि रेल मत्री महाब श्री कमलनयन बजाज से उस लेख को मगा कर देखें। उस मे उन्होने एक बात साफ लिखी है। वह कहते हैं कि ऐक्सीडैन्ट के पीछे न स्टाफ की गलती है ऐक्सीडैन्ट्स के पीछे न कुदरत का हाथ है जैसा कि पाटिल साहब हमेशा कहा करते है। ऐक्सीडैन्ट्स के पीछ न राजनैतिक दल का हाथ है। जैसा कि काग्रेस वाले चुनाव के मौके पर कहा करते हैं। ऐक्सीडैन्ट्स के पीछे श्री कमलनयन बजाज के अनुसार एक कारण है और वह भ्रष्टाचार है ऐक्सीडैन्ट्स के पीछे और कोई दूसरा कारण नही है और उस का सबूत अगर आप चाहें तो इस आडिट रिपोर्ट मे आप को कई मामलो के बारे मे मिलेगा। जब इस को ऊपरी तरीको से आप देखेंगे तब आप को पता लग जायगा कि कितना भ्रष्टाचार, कितनी अफसर लोगों की ओर से चलने वाली बदमाशी अपघातों के कारण हो सकती है। एक

उदाहरण मैं आप को दू, रेलवे मत्री जी नोट कर लें। पन्ना नम्बर 32 पर वैस्टर्न रेलवे के लिए यह लिखा गया है

"Western Railway—Loss due to procurement of defective bearing plates"

बहुत अहम मसला है। 75 हजार प्लेटस डाइरेक्टर जनरल आफ सप्लाइज ऐड डिस्पोजल्स ने अप्रैल 1962 मे मगवाई। उन मे से 50 हजार इस्तेमाल मे आ गई उन को इस्तेमाल करने के बाद दिसम्बर 1965 और और सितम्बर 1966 मे यानी कई वर्षों तक उन का इस्तेमाल होने के बाद पता लगता है कि उन मे से 54, 393 प्लेट्स डिफेक्टिव रही किसी काम की नही रही। जहा पर उन को लग या गया था वहा से उन को निकालना पडा और जो नही लगी थी उनको कम्पनी को वापस करना पडा। मगर नुकसान तो हो गया। और जो एक्सीडेंट्स हो गये उन की जिम्मेदारी कही सयासत के लोगो के ऊपर और कही रेलवे कर्मचारियो के ऊपर लगा कर रेलवे मत्री अपने घर के अन्दर आराम से बैठ गये। इस रेलवे के काम को चलाने का आज यह तरीका है। यह रेलवे मत्रालय भ्रष्टाचार से भरा हुआ है और पूरी रेलवे का काम काज आज जिस तरह से चलता है उस को दुरुस्त करने के लिये हम को तत्काल कदम उठाना पडेगा।

आज मैं यहा पर साफ कहना चाहता हू कि सन् 1947 मे हम ने हिन्दुस्तान मे सस्थानो को खत्म किया, मगर रेलवे का एक नया सस्थान बन गया है। जितने भी अलग अलग जोन्स है, चाहे उन को सेंट्रल रेलवे कहिये चाहे वेस्टर्न रेलवे कहिये, चाहे नार्दन रेलवे कहिये यह तमाम रेलवे एक सस्थान के तरीके से चलती हैं। पता नहीं आपको इस सदन के अध्यक्ष को या रेलवे मत्री को अलग डिब्बा दिया जाता है या नही अकेले सैलून मे हमारे रेलवे मंत्री चलते हैं या नही मगर रेलवे के जनरल मैनेजर से ले कर छोटे अफसर तक के लिये चार व्हीलर और आठ व्हीलर सैलून्स रक्खे गये है। अगर उन के आकडें रेलवे मत्री महोदय हमारे सामने रक्खे तो मैं आप से कहता हू कि कम से कम 100 रेल-गाडिया सारे हिन्दुस्तान मे चलाने के वास्ते मिल सकती है। 900 नई कोचेज हो सकती है इस का आपको सबूत मिलेगा और आज लोगों को जो परेशानी है वह दूर हो सकती है। साथ ही आप का जो नुक्सान होता है इन डब्बो को यार्ड मे रख कर और उन की मरम्मत करवा-कर पूरा हो सकता है। क्या कटलरी, क्या कर्टेन्स एक बडे अमीर के मकान मे भी वह देखने को नही मिलेगें जो जनरल मैनेजर बोर्ड के चेयरमेन और बोर्ड के मेम्बरो के लिये अलग अलग रेलवे के सेलूनो मे रक्खे गये है।

मुझे माफ करे मैं चाहता हू यह सदन चाहता है कि रेलवे मत्री की ओर से यह सैलून वाला मामला तत्काल खत्म किया जाना चाहिये। किसी भी अफसर या किसी दूसरे व्यक्ति को रेलवे सैलून को इस्तेमाल करने का मौका नही दिया जाना चाहिये। काम के वक्त अगर किसी को गाडी की जरूरत हो तो उस के प्रायारिटी दी जा सकती ही टिकट वगैरह कटाने मे या एक दो जगहो का अलग से रिजर्वेशन हो जाय जैसे कि लोक सभा के सदस्यो के लिये ससद के सदस्यो के लिये रखते हैं। ऐसा कोई प्राविजन हो सकता है लेकिन सैलून को तत्काल खत्म कर के जो लाखो नही करोडो रुपया बरबाद होता है उन की मरम्मत मे और जो करोडो रुपयो का नुकसान उन के पटरी पर न चलने से होता हू उस को यहा पर कहा जाये तब यहा इस बारे मे विचार पेश करने का काम किया जा सकता है कि रेलवे घाटे मे चल रही है या मुनाफे मे।

इस के साथ साथ मैं एक और बात कहना चाहता हू सस्थानो मे जो गड़बड़ी चल

[श्री जार्ज फर्नेन्डीज]

रही है उसको बचाने के लिये । यूटिलाईजेशन आफ स्पेशल कोचेज के बारे में जो आप की आडिट रिपोर्ट है उस का पन्ना 55 देखिये तो मालूम होगा कि छः स्पेशल गाड़ियां बनाई गई जो विदेशी लोग आते हैं उन को दिखलाने के लिये जिस से वह लोग हिन्दुस्तान में आयें और रेलवे कोचेज यहां से खरीद कर वापस चले जायें । छः कोचेज बनी । 6 बी0 जी0 1 जिस को ब्राड गेज कहा जाता है । छः फर्स्ट क्लास कोचेज :

'6 BG—I first class coaches built well-uphalstered and furnished with choice fittings so that they could be stationed at vantage points or demonstration purposes when not used for spares or for VIP moves and 6 BG first class tourist cars, built and furnished with choice fittings of a high standard so that they could be made available to foreign tourists against any demand and at other times come in handly for demonstration to prospective buyers from abroad.'.

पता है क्या किया गया है उन का ? बारह गाड़ियां, छः सेलून्स और छः टूरिस्ट कार्स फर्स्ट क्लास की । पता नहीं उनके कर्टेन इंग्लैंड से लाये । पता नहीं कहां से लाये या अमरीका से, पता नहीं उन की क्राकरी कहां से लाये । पता नहीं कहां से लाकर, किस मुल्क से लाकर उसमें लगाया गया और लाखों रुपये उन पर खर्च किये गये । हम जानते हैं, सारा मुल्क जानता है कि वह सब कहां जा रहा है । उन से जनरल मेजर के सैलून बना कर चलाते है । एक आध दिल्ली के यार्ड में पड़े हुए हैं । तीन सालों से उसका इस्तेमाल नहीं हो रहा है । हिन्दुस्तान की एक रेल के डब्बे बनाने वाली फैक्ट्री है इंटीगरल कोच फैक्ट्री । उसने जनरल मैनेजर के सैलून को माडिफाइ करने में 9,000 रु० खर्च किये । एयर कंडीशन बनाया उस पर 8,000 रु० खर्च किये, और आखिर में 11 हजार रु० उसकी दुरुस्ती पर खर्च किये गये । इतना रु० जनरल मैनेजर के आराम के लिये लगाया गया । क्या यह सब मजाक करने के लिये है ? अब हमारे सामने आ कर कहा जाता है कि रेलवे घाटे में है और इस के लिये ज्यादा पैसा चाहिए । कैसे चलेगा यह संस्थान ? है कोई सरकार, है कोई रेलवे बोर्ड का मेम्बर, है कोई रेल मंत्रालय है कोई लोक सभा इन चीजों के बारे में दखल देने के लिये और जो पैसा बरबाद हो रहा है उस की जांच करने के लिये ? अफसरों पर कोई कानूनी कार्रवाई करने के लिये ?

Shri C. M. Poonacha: If along with the audit report the hon. Member had also persued the white paper he would have found a good deal of answers there.

श्री जार्ज फर्नेन्डीज : मैंने सब कुछ कुछ पढ़ा है अड़चन यह है कि यहां सिर्फ बीस मिनट हम को मिलते है इन चीजों के ऊपर बोलने के लिये । मैं ने बहुत कुछ पढ़ा है और बहुत बोल सकता हूं रेलवे बजट पर ।

आप को रेलवे में फैले हुए भ्रष्टाचार के तरीके को रोकने के लिये तत्काल कदम उठाना पड़ेगा, और मैं चाहता हूं कि और जगहों पर भ्रष्टाचार को रोकने के लिये सरकार जो कदम उठाना चाहती है वह उठाये, लेकिन रेलवे के लिए तो अलग ही इस सदन की ओर से कोई कमेटी बननी चाहिए जो कि रेलवे के अन्दर जो खराबी चलती है या जो भ्रष्टाचार चलता है उस को रोकने के लिये कोई ठोस कदम उठाये ।

इसके साथ साथ दो एक और बातों की तरफ मैं अपने विचार पेश करना चाहता हूं । मजदूरों, खासकर रेल मजदूरों के बारे में काफी बातें सुनने में आती हैं ।

रेलवे मजदूर आन्दोलन जो है उस को भ्रष्ट बनाने में सरकार ने बहुत मदद की है। भ्रष्टाचार हिन्दुस्तान में समाज के हर एक स्तर में फैल गया है। मजदूर आन्दोलन में भी गया है, लेकिन उसको भ्रष्ट बनाने में सरकार का हाथ है। आज रेलवे में दो फेडरेशनस रिकग्नाइज किये गये हैं। शायद सदन को इस बात का पता नहीं होगा कि रेलवे फेडरेशन्स के कुछ अधिकारियों को छोड कर हर एक के पास एअर कंडिशन्स क्लास के पास रहते हैं। वह हिन्दुस्तान की किसी भी रेल से किसी समय कहीं को जा सकते हैं, ऐसी व्यवस्था है। दो फेडरेशनों के चार अधिकारियों को एअर कंडिशन क्लास का पास मुफ्त में दिया जाता है और वह तमाम मुल्क के अन्दर चक्कर मारते रहते हैं, वह मजदूरों का काम करते हैं और न मुल्क का। मैं चाहूंगा कि मंत्री इस बारे में सोचें कि यह जो दो दो, चार चार संगठनों को मान्यता दी जाती है उस को खत्म किया जाय। एक संगठन को मान्यता दी जाये। किस संगठन को मान्यता दी जाये इस का फैसला करने के लिये सीक्रेट बैलट का इस्तेमाल किया जाये। गुप्त मतदान में यह जान कर कि कौन सा संगठन बहुमत वाला है, उस को मान्यता दी जाये और सब से कहा जाय कि वह दो सालों तक इन्तजार करें दो साल के इंतजार के बाद अगर दूसरे का बहुमत हो जाये तो उस को मान्यता दी जाय, वर्ना एक ही संगठन को मान्यता दी जाये। लेकिन इस मान्यता के साथ उन को जो एअर कन्डीशन्ड क्लास आदि की सुविधायें होती हैं उन को खत्म करने का तरीका निकालना पड़ेगा।

इस के साथ ही रेलवे मजदूर संगठन के ऊपर या रेलवे मजदूरों के ऊपर जो अन्याय होता है, जो जुल्म होता है, उस पर भी मैं चाहूंगा कि नये रेल मंत्री जरूर सोचें। बहुत वर्षों से मेरा रेल मजदूरों के साथ रिश्ता रहा है और मैंने देखा है कि रेल मजदूरों के ऊपर जितना जुल्म किया जाता है। उतना शायद हिन्दुस्तान के किसी भी दूसरे मजदूर के साथ नहीं किया जाता है। सरकार के किसी भी मजदूर विषयक कानून को रेल मंत्रालय नहीं मानता है। इस के अलावा मुझे ग्राडिट रिपोर्ट को पढ़कर बड़ा अचरज हुआ। सब लोग जानते हैं कि इसमें क्या लिखा हुआ है। इसमें यह छपा है कि कट्रैक्ट सिस्टम को बढ़ाना है। कट्रैक्ट सिस्टम को बढ़ाने से रेलवे को बचत हो सकती है। कैसे बचत हो सकती है? जो मजदूर बारह घंटे मेहनत करने वाला है अगर वह रेलवे का नौकर है तो उस को ढाई रुपया मिलता है लेकिन अगर वह कट्रैक्टर का नौकर है तो उस को तो उसको एक रुपया मिलेगा। उस की जान को खत्म कर के, उस के बाल बच्चों को भूखा रख कर के रेलवे को पैसा बचाना है। सरकार दो तरीके की बात करती है। जो कट्रैक्ट सिस्टम है एक तरफ तो उसका खत्म करने के लिये विधेयक लाने की बात करती है, कानून आ रहा है ला मिनिस्ट्री की ओर से, इटरनेशनल लेबर आर्गेनाईजेशन पर बहस चल रही है, और दूसरी तरफ रेलवे मंत्रालय बोलता है कि कट्रैक्ट सिस्टम को बढ़ाना चाहिये।

ये जो मजदूरों के ऊपर होने वाले जुल्म हैं, ये बन्द होने चाहिये। इसके साथ ही टैम्पोरेरी मजदूरों का और फिर उनकी तनख्वाह वाला जो मामला है, उन के संगठन को मान्यता देने वाला मामला है वह भी हम चाहते हैं कि हल हो। हम यह भी चाहते हैं कि रेल मंत्रालय अपनी सरकार की बनाई हुई जो नीतियां हैं उन नीतियों को, रेल मजदूरों आदि पर भी लागू करे। सरकार की जितनी मजदूर विषयक नीतियां हैं उनको सम्पूर्ण तरीके से

[श्री जार्ज फर्नेन्डीज]

रेलवें मे भी अमल में लाने का काम रेल मत्रालय करे ।

इस सम्बन्ध में एक बात आप को बताता हू । मदुरा की जो वर्कशाप है उस मे इन लोगो ने पचिंग मशीन रखी है । उस पचिंग मशीन मे तीन मिनट मे ढाई सौ लोगो के कार्ड पचकरने के लिए कहा गया मजदूर लाइन लगाते रहे लेकिन तीन मिनट मे मुश्किल से सौ लोग पच कर सकते है । मैनेजमेट ने कहा कि दस मिन्ट पहले कर पचिंग करना चाहिये । मजदूरो ने कहा कि दस मिनट पहले का जो वक्त है वह हमारा है, रेलवे का नही है । हम तो तीन मिनट पहले आयेगे और पच करेगे । इसका परिणाम यह हुआ कि तीस लोगो को काम से निकाल दिया गया और वे सडको पर मारे मारे फिर रहे है । यह पाटिल साहब की उन पर मेहरबानी है कि वे बाहर सडक पर फिर रहे है । उनको भी आखिर मे जाना पडा । हाई कोर्ट मे उनको इस मामला को लेकर जाना पडा है । और अब मामले शायद सुप्रीम कोर्ट मे जाएगा । इस मामले पर रेलवे का वकीलो आदि को देने मे लाखो रुपया खर्च हो गया है और दूसरी तरफ तीस लोग सडको पर फिर रहे है । यह मजदूरो के बीच गैर जिम्मेदारी का वातावरण फैलाने का मामला है और इस चीज को आपको बन्द करना चाहिय । उन के रास्ते मे अडचन डालने का जो काम है उसको सरकार को रोकना चाहिये ।

अन्त मे एक बहुत ही अहम बात मैं कहना चाहता हू । मैं इस बात को जानता हू कि जो रेल बजट है वह नए सत्र मे आने वाला है और मैं इस बात को भी जानता हू कि उस वक्त आर्थिक मसलो पर अपने विचार प्रकट करने का हमको जरूर मौका मिलगा । लेकिन बजट को पश करते वक्त एक नीति की जो बात हैं उसको मैं चाहता हू कि आप अपने सामने रखे । मैं चाहता हू कि वर्तमान रेल मत्री बजट बनाते वक्त इसका जरूर ख्याल रखे । इस वक्त चार किस्म की क्लासिस हमारी रेल गाडियो में है, एयर कडिशन है, फस्ट क्लास है, सैकिड क्लास और थर्ड क्लास है । अधिकांश लोग तो थर्ड क्लास मे जाने वाले होते है, थर्ड क्लास में वे सफर करते है और उनकी तादाद करोड़ो में है । अब आप देखें कि आपको कितनी आय कौन से पैसेजर्ज से होती है । रेलवे बोर्ड की जो रिपोर्ट है उसमें मे ही मैं आपको बतलाना चाहता हू कि 1965-66 के वर्ष में एयर कडिशन के पैसेजर्ज से आपको 1 करोड 99 लाख रुपया प्राप्त हुआ जबकि थर्ड क्लास के पैसेजर्ज मे आपको 192 करोड 66 लाख रुपया मिला । थर्ड क्लास पैसेंजर्ज ने इतना ज्यादा रुपया मिलने के बाद भी आप किसी भी रेलवे स्टेशन मे चले जाये, किसी रेल गाडी मे चले जाये आपको पता चलेगा कि रेलो मे एयर कडिशन पैसेजर्ज की ही खुशामद होती है, उनकी ही सेवा होती है, उसकी जी हा, जी हा करके सभी रेलकर्मचारी चले जाते है और थर्ड क्लास पैसेंजर्ज की कोई बात नही पूछता है । फस्ट क्लास के जो पैसेजर्ज हैं उनकी ही कद्र होती है और और जो थर्ड क्लास के पैसेंजर्ज है उनकी कोई कद्र नही की जाती है । आश्चर्य की बात तो यही है कि इस सदन मे चुन कर आने के बाद जो पहले थर्ड क्लास में जाने वाले लोग होते है, वे फर्स्ट क्लास का पास जेब में रखते है और थर्ड क्लास में जाना भूल जाते है । इसका नतीजा यह होता है कि न तो यहा और न बाहर उनकी जो तकलीफ है उस पर विचार होता है । जो मत्री, रेल मत्री बनते है वह तो कभी रेल मे जाने का काम ही नही करते हैं । पाटिल साहब तो हफ्ते में दो बार बम्बई जाते थे । शुक्रवार वह बम्बई पहुच जाते थे और सोमवार को यहा वापिस आ जाते थे । लेकिन वह हमेशा हवाई जहाज से आते जाते थे । 1962 में वह इतनी लापरवाही की बात बोले कि रेलवे में जो

खाना दिया जाता है उसको वह खाते नहीं है क्योंकि वह बहुत सड़ा हुआ होता है। अब आप देखिये कि मंत्री के लिए तो सड़ा हुआ वह खाना होता है लेकिन हमारे लिए और आपको लिए बहुत अच्छा होता है।

यह क्या मजाक है ? इस वास्ते मै आप से कहना कि जब आप नए सत्र में रेल बजट पेश करे तो एक बुनियादी बात का आप ख्याल रखे। यह बुनियादी बात यह है कि हिन्दुस्तान मे रेलो का प्रवास एक ही किस्म का रहे सब के लिए। फर्स्ट, सैकिंड, एयर कंडिशन, थर्ड सब क्लासिस को खत्म किया जाए और एक ही किस्म की रेल की व्यवस्था हिन्दुस्तान मे की जाए। अगर उधर बैठे हुए कई लोगो को अपने पास का फिक्र हो या इस तरफ के लोगो को पास का फिक्र हो तो मैं कहूगा कि आप नई क्लास को थर्ड क्लास मत कहिये, उसको आप फर्स्ट क्लास कहिये। वही एक क्लास रहे और बाकी जितनी क्लासिस हैं वे सब खत्म हो जांय। हिन्दुस्तान के तमाम लोगों के लिए एक ही क्लास से रेल में प्रवास करने वाली बात को आपको अगले अपने बजट में स्वीकार करना चाहिये। इसी चीज को मुझे आपके अगले बजट मे देखना है।

Shri P. N. Solanki (Kerala): Mr. Chairman, I rise to speak on the interim budget of the Railways. I have listened to several speeches made by Members from this side. The interim budget is only for a short period. Therefore, I reserve my main comments for the major budget which will be coming up before the House within a short time. The interim budget which has been presented here is a deficit budget, and many of the Members have taken a critical view of the budget. However, I for one, would not like to blame the railways alone for that. The deficit which is shown by the Railway budget is the outcome of the general economy of our country. The country as a whole is facing an economic crisis and as we could see from the major budget which was presented by the Finance Minister, Shri Morarji Desai, it also shows a big deficit in the general budget, and the same outcome has been reflected in the railway budget This shortfall in the railway is due to the bad condition of the industries, the fall in the traffic, the fall in passenger traffic and rising prices. Many factors are there which are the main cause for this deficit. That is what I believe. In the past, the railways have helped the Central budget a great deal. As a matter of fact, I for one congratulated the Railway Minister during the 1965 aggression when the railways gave their highest, and most commendable performance, and efficiency was also at the highest. But the same cannot be said of them now. Within the last six or seven months, the railway administration is falling apart. The same thing has happened in respect of communication also. And this causes us great concern. After all, an efficient unit it could have brought in more efficiency and better results, but instead of that, the progress is now backward, and the criticism which we hear from other colleagues in the House, proves that there is now a great dissatisfaction among the railway workers. Also the administraion is falling apart. Among the passengers also there is great dissatisfaction.

As Members of Parliament, although we are given a first-class pass and it is to be treated as ordinary first-class pass, it is not the same with us. Whenever we travel by the railways, we go to the booking-offices, and there we are treated as VIPs, whether we like it or not. The railway administration gives us special care. But the same is not for the general public. The general public has many problems, particularly as my friend Shri George

[Shri P. N. Solanki]

Fernandez stated just now. The third-class passengers are victims to a great extent. They may be third-class passengers, but they are in a huge number. Thousands and thousands of people travel daily by the third-class coach. They may not get special facilities, but they are entitled to the same courtesy and privilege as any other passenger who has a ticket, whether he may be an air-conditioned class passenger or a third-class passenger. The same is not the position as far as the third-class passengers are concerned.

Also, among the staff, corruption is increasing day by day. Corruption is increasing because as the state of the nation is also going bad, the same is with the common man. The common man who is earning a small wage has to live. He has to exist and for doing so he takes resort to corruption. Many of the passengers should also be blamed for this. Because in India today, when we use the word 'corruption', it is not actually used or understood by many as corruption but simply as buying a facility. If one wants to have a seat and he is not getting it in the normal course, he would not mind paying a little extra and getting the berth or the facility; for paying that much extra, he would not regard that as corruption. Such things are encouraged in many stations. I can give thousands of examples. This is growing and the railway administration should do something about it.

In the last session, when I spoke I had told the Railway Minister that railway administration is very huge where thousands of people are working and you ought to be like a godfather for the railway workers; and there should be some harmony between the two. Unfortunately that has not been established. The higher administration from the General Manager to the Divisional Superintendent forms a separate class. The lower categories of workers are facing many hardships. Most of them are working in slave-like conditions —I am not using a wrong word. I am also connected with an unrecognised railway union. They are a fine bunch of people coming from the middle class and highly educated. I have seen their working conditions. To my utter horror I find that even small facilities like a glass of water are not available to them at their place of work, whether they are goods clerks or booking clerks. In several places I have noticed this. They are not given even the minimum facilities, which should be available to everybody. As Mr. Fernandes said, some of the upper strata of officers who travel by air-conditioned special saloons have all the facilities which the Maharajas used to enjoy in the old days. But even the minimum facilities are denied to the lower staff.

The demands of the railway workers may be many. But the administration can still keep them happy by giving them what they require in smaller quantities. May be at present with a deficit budget, they may not be able to satisfy all the demands. But soon demands which are justified should be immediately met. In several cases, Members of Parliament can be of great help. If we happen to be on the railway stations or nearby people bring to us several problems concerning the railway department. I have a complaint that when we approach the railway authorities with such complaints, they treat them as political subjects For example, I approached the Baroda Divisional Superintendent for a flag station which was demanded by the people of my constituency. I was told in my face—of course very politely—that if this demand came from the villagers, it would be better. But coming from a Member of Parliament belonging to a particular party, it might have a political colour!

15.34 hrs.

[SHRI MANOHARAN *in the Chair.*]

I told him, if the people come to see you, probably you will not give

them an appointment for 3 months. Because I am an MP you are giving me an immediate appointment. That is why people come to us with their problems. There are several small problems and if we take them to the railway administration, they should not treat them as political problems It is up to the Railway Board or other departments to grant the facilities or not. We simply ventilate the feelings of the people. In doing that, we should be given a little more consideration, because we can be really helpful to the administration and to the outside people. There may be problems concerning the railway staff where probably the railway administration look at them with a suspicious eye that they are of a political nature. Even then, there are so many human problems like housing, seasonal transfers, etc So many times we have put these questions which are human problems. When you transfer an ordinary worker to a city like Baroda or Ahmedabad, where a house costs Rs. 400 a month, how can he afford it with his small wage? We request the railway department to consider such problems in the right perspective and have as less transfers as possible. In many cases, the education of the children of the staff also suffers. Because they are transferred suddenly they do not get admission for their children and they face a new difficulty. With such small problems in their mind they go to work in the railway department with the result they are not able to concentrate on their work. This is only one of the problems that they have, they are worried about many other daily problems also. These small matters I am bringing to the forefront only for the consideration of the Railway Minister.

I will not accuse this Administration of anything because it is a new Administration and the hon. Minister has just taken over charge. But he has to face a challenge. The Indian Railways have done well in the past. In between there have been lapses. We have to cure them and go ahead with the confidence which the Indian Railways always had in the past. Therefore, as I said, the present Railway Minister faces a new challenge in this respect I am sure he will meet this challenge with confidence and with a proper understanding.

There is one other problem which I wish to bring forward to the notice of the Railway Minister. There has been a demand for a railway line in the district of Sabarkanta-Kaira. This demand has been put forward for a long time when Shri Nanda was in the Ministry and he was representing that constituency. Several people approached him with this demand but nothing has been done so far. The demand was for a railway line between Kapadwanj and Modasa. It is only a distance of 40 miles. It is vital to the industries. Not only there is sufficient passenger traffic, but there is cotton, oilseeds and other things. There are nearly 20 to 25 oil mills in the hinterland of Kapadwanj-Modasa. If it is linked with a railway line it would bring new life to the industry and also more revenue to the Railways. I am sure the Government will get more revenue if this railway line is constructed. I hope construction of this railway line will be considered early This line can be connected by a ten-mile stretch from Dhansura to Talod. That will complete the circle of new line which has been done from Himatnagar to Udaipur. If all these places are connected, it will give life to the industry there and the raw materials from these places can be shifted easily. At present Kapadwanj and many other places are connected by narrow gauge line. Because of the narrow gauge line goods traffic is facing great difficulty and most of it is carried by road transport. If the Railways want to take the good traffic from road transport they should provide a

[Shri P. N. Solanki]

broad gauge or metre gauge line. Only then they will be able to help the people and industries in these places and also increase their revenue.

Then there is the question of shortage of wagons. In many places wagon shortage is increasing day by day and a serious crisis is now being faced in many places. Wagons shortage is also faced in Surendranagar district in the salt area. I met the hon. Minister on this point. I put my case before him. I also gave him all the details about this case. But the salt industry is facing a serious crisis in the Surendranagar district because wagons are not available at Patri and Kharaghoda. These two are important salt producing areas in Gujarat and they are exporting salt to the rest of the country. These places are facing a crisis because of wagon shortage. The hon. Minister should look into this matter. Also, several important business points are facing wagon shortage. As my hon. friend, Shri Nambiar Showed some telegrams—I have not brought the telegrams that I received—I have also received several telegrams from tradesmen and businessmen from places like Nadiad and Baroda. People in business are raising a hue and cry about wagon shortage. Therefore, the Railway Minister should look into this. On the one hand they have a deficit, on the other they do not supply wagons. I am sure if they increase the wagon supply, there will be increase in traffic, more goods will move and they will be able to make good the loss which they have suffered in the recent past.

There are many other things which I can touch upon. I am reserving my comments for the main Budget. I wish all success to the new Railway Minister. I hope the Railway Ministry, which in the past has done some good work, will go ahead with confidence. One of the ex-Deputy Ministers of Railway, Dr. Ram Subhag Singh, is present here. He has proved his worth in the Railway Ministry. I have always had the highest regard for him. We have approached him with many problems and he has always tried to solve them. I hope the same thing will happen in future also. I extend the fullest cooperation to the Railway Minister and I expect the same from him in future.

श्री चीचन्द गोयल (चंडीगढ़) : अध्यक्ष महोदय, श्री पुनाचा ने अभी हमें ट्रेलर दिखाया है। तस्वीर कुछ देर के बाद आने वाली है। लेकिन ट्रेलर को देख कर देश को भयानक स्थिति का जो चित्र अपने सामने आता है मैं समझता हूं वह देशवासियों के लिए सब के लिए भारी चिन्ता का विषय होगा। अध्यक्ष महोदय, 1966–67 के बजट का विचार करते हुए हमें यह आंकड़े मिलते हैं कि जो अन्दाजे इन्होंने लगाये थे सामान से यातायात से होने वाली आय के उसमें 11.58 करोड़ का घाटा हुआ है और जो खर्चे का अन्दाज लगाया गया था उसमें 27 करोड़ की वृद्धि खर्चे में होकर 15.27 करोड़ का खसारे का बजट पिछले साल का सिद्ध हुआ है। जहां तक कि अगले वर्ष की बातों का हम विचार करते हैं तो हमें दो बातें बहुत गम्भीर दिखाई दे रही हैं। अगले वर्ष के लिए बताया गया है कि जो डेप्रिसियेशन रिजर्व फण्ड है उसमें 16 करोड़ रुपया कम जमा होगा और जो रेलवे कन्वेंशन कमेटी, 1965 की सिफारिश थी उसके मुताबिक 16 करोड़ की कमी और चालू वर्ष में जो कुछ हम इसमें जमा कर पाते थे उसकी तुलना में भी एक करोड़ की कमी होगी और इसमें से खर्च करने का इरादा अगले वर्ष सरकार रखती है। वह है 110 करोड़ रुपया जिसका अर्थ यह होगा कि हमें 11 करोड़ रुपया अधिक इस रिजर्व फण्ड में से खर्च करना होगा और जहां तक डेवलपमेंट फण्ड का ताल्लुक है उसके सम्बन्ध में तो यह कहा गया कि इस अगले वर्ष के समाप्त होने तक यह डेवलपमेंट फण्ड बिल्कुल

पूर्णतया समाप्त हो जायगा । उसका कारण यह है कि पिछले दो वर्षों में से हम जितना कुछ उसमे जमा करते रहे उससे अधिक उसमें से निकालते रहे और इस वर्ष तो कोई सरप्लस उसमें डालने के लिए है ही नही तो मैं समझता हूं कि जो इस प्रकार की गम्भीर और चिन्ताजनक स्थिति है इसी कारण रेलवे विभाग ने इस बात का निश्चय किया है कि जो जनरल रेवेन्यू है उसमे से 22 करोड रुपये का ऋण लेंगे । मैं नही समझता कि यह 22 करोड रुपये का ऋण किस ढग से चुकायेंगे ? हो सकता है कि हमारे रेलवे मन्त्री के दिमाग में यह चीज हो कि तीन महीने के बाद या महीने डेढ महीने के बाद जो तस्वीर हमे दिखाने वाले हैं उसमे जनता के ऊपर यात्रियो के भाडे को बढा कर तथा सामान के यातायात की दरो में वृद्धि करके या और नये कर लगा कर इस भार को वह डालना चाहते हो । मैं चेतावनी देना चाहता हू अपने रेलवे मन्त्री साहब को कि आज जिस प्रकार की देशवासियो की अवस्था है यह इस बात की स्थिति मे बिल्कुल नही है कि उनके भाडे मे कोई वृद्धि की जाय या सामान के यातायात के अन्दर कोई वृद्धि की जाय । ऐसी किसी भी वृद्धि को बर्दाश्त करने की लोगों की ताकत बिल्कुल नही है और जहा तक मैं समझता हू वह इस बात के ऊपर विचार करें कि अगर 22 करोड रुपये का लोन जैसा कि वह इरादा रखते हैं रेलवे की आमदनी मे से ही चुकाने की व्यवस्था की जाये इसके लिए वह अपने खर्चे के अन्दर कमी करे या रेलवे का एक्सपेंशन और करके दूसरे ढग से अपनी आय के साधन बढ़ायें लेकिन लोगो को ज्यादा बढ़ी हुई दरो के बोझ का शिकार न बनायें । उनको शिक्षा लेनी चाहिए कि मिस्टर पाटिल आखिर क्यो चुनाव हारे ? वह तो चुनाव के बड़े भारी माहिर समझे जाते हैं । काग्रेस चुनाव का एक प्रकार से उनको उस्ताद माना जाता था । चुनाव के अखाडे मे यह समझा जाता था कि शायद कांग्रेस पार्टी में उनका मुकाबिला करने वाला कोई नही है । लेकिन मेरे एक नवजवान साथी ने उनको कमर तोड शिकस्त दी है और उसका कारण यह है कि जो गलत नीतिया उन्होने बतौर रेलवे मन्त्री के और बतौर दूसरे मन्त्री के अपनायी और जनता के अन्दर उसके कारण जो भारी असन्तोष और निराशा पैदा हुई आज उसी कारण उन्हे जबर्दस्त हार का मुह देखना पडा है । मैं चाहूगा कि हमारे नये रेलवे मन्त्री उन की हार से शिक्षा लेंगे और देशवासियो के लिए उसी प्रकार की नीतियो का अवलम्बन नहीं करेगे । उन नीतियो मे परिवर्तन करेगे ।

आज जो एक प्रकार की असमानता हमे दिखाई देती है गरीब और अमीर के अन्दर उस असमानता को कम से कम अपने रेलवे विभाग के अन्दर तो वह दूर करे । मैं यह समझता हू कि भारत की जनता का जो यह उमडता हुआ तूफान आगे बढ रहा है उसमे अब यह आमदनियो के भेद आमदनी के अन्दर जो यह असमानता है वह अब इस देश की जनता आगे बर्दाश्त नही करेगी । समय आ गया है कि हम कोई न कोई अपना लक्ष्य निर्धारित करे । आज देश के अन्दर ऐसे भी भाई हैं जिनकी लाख लाख रुपये रोज की आमदनी है । उसके मुकाबिले मे ऐसे भी है जिन की सौ रुपये महीने की भी आमदनी नही है । मैं यह समझता हू कि समाजवाद का नारा देने वाली सरकार को कोई लक्ष्य अब निर्धारित करने होगे कोई नीति तय करनी होगी और उसको यह फैसला करना होगा कि दो भाइयों की आमदनी के अन्दर एक और दस से ज्यादा भेद नही रहेगा और मैं समझता हूं कि मन्त्री महोदय रेलवे विभाग के अन्दर उसको शुरू कर सकते हैं । हमारे ही मुल्क के कुछ लोग एयर कन्डीशन्ड गाडियो मे सफर करते है और दूसरी तरफ तीसरे दर्जे के मुसाफिरो की अवस्था का चित्र हम अपनी आखो के सामने लाते हैं तो हमें दिखाई देता हैं कि आज किस प्रकार की भीड उसमें चलती है ? वह नजारा वह सारा दृश्य पता नहीं हमारे नये मन्त्री ने

[श्री श्रीचन्द गोयल]

देखा है या नहीं किस तरह से फुट बोर्ड पर खड़े होकर लोग सफर करते हैं ? थर्ड क्लास के कम्पार्टमेंट के अन्दर जहां 40-50 की जगह है वहां डेढ़ डेढ़ सौ लोगों की भीड़ जमा होती है। लेटना और बैठना तो दरकिनार, खड़े होने की भी गुंजाइश नहीं होती। मुझे अनेकों बार इस प्रकार के संग अ र्य हैं, इस प्रकार से मैंने यात्रा की हैं कि जहां पर खड़े होने की भी भी जगह लोगों को मिलती नहीं है।

मैं समझता हूं कि चण्डीगढ़ जैसी जगह जो कि दो प्रान्तों की राजधानी है और जो एशिया का सबसे बेहतरीन शहर है, इतने सुन्दर नगर के रेलवे स्टेशन को जाकर आप देखें और मैं इस बात की प्रार्थना करूंगा अपने नये रेलवे मन्त्री महोदय से कि वह चंडीगढ़ पधारें वहां का जो रेलवे स्टेशन है जो आज से दस पन्द्रह साल पहले बना था उसका नक्शा वहां पर जाकर देखें वहां पर कोई वेटिंग रूम नहीं है। वहां पर कोई बाथ रूम नहीं है। वहां पर गाड़ियों के कुछ इस ढंग से मेल बनाये हुए हैं कि जो दो गाड़ियां जिनका मेल वे साइड स्टेशन पर होना चाहिए लेकिन चूंकि वह 365 दिन में 360 दिन लेट चलती हैं इस कारण दोनों का मेल चण्डीगढ़ स्टेशन पर होता है जहां पर केवल एक प्लेटफार्म है। वहां पर रात के अन्धेरे में सारे यात्रियों को दूसरी तरफ रेलवे लाइन के अन्दर उन को उतरना पड़ता है। कितना भारी कष्ट उठाना पड़ता है ? एशिया का अनुपम नगर जो समझा जाता है वहां पर ऐसी स्थिति है। मैं इस बात की प्रार्थना करूंगा कि उन सारी बातों को वह स्वयं जाकर देखें।

मैं आज यह समझता हूं कि जिस प्रकार का अब जमाना आ रहा है इस जमाने में हमें जो तीसरे दर्जे के यात्री हैं उन की सुविधाओं की ओर विशेष ध्यान देना होगा खास तौर से रिजर्वेशन आफ़ सीट्स का जहां तक सम्बन्ध है आठ आठ दस दस दिन पहले से जो भाई प्रयत्न करते हैं उन का भी प्रबन्ध नहीं होता। कितनी कालाबाजारी चलती है कितनी ब्लैक मार्केटिंग इस के अन्दर चलती है ? मैं एक सुझाव देना चाहता हूं अपने नये रेलवे मन्त्री महोदय को कि उन्हें चाहिए कि लम्बे सफर में चलने वाली जो गाड़ियां हैं उन के साथ एक एक्सट्रा स्लीपर कोच और चलनी चाहिए ताकि जो भाई लम्बी यात्रा करते हैं उन को सोने की सुविधा मिल सके। या कम से कम छोटे साइज के और कम्पार्टमेंट बनाने चाहिए जो उस में अटैच किये जा सकें। आज इस बात की जरूरत है, सभापति महोदय, कि ज्यादा जनता-गाड़ियां शुरू की जायं। अभी फर्नांडिज जी बता रहे थे कि रेलवे के पास 800 सैलून हैं जिनको हमारे रेलवे बोर्ड के बड़े बड़े कर्मचारी इस्तेमाल करते हैं। मैं यह समझता हूं कि यह ठीक सुझाव दिया गया है कि उन के बजाय अगर हम ज्यादा जनता गाड़ियां चलायें तो उस से लोगों की सही सेवा हो सकती है। मैं यह भी निवेदन करना चाहता हूं कि जहां . . .

Mr. Chairman: The hon. Member may try to conclude now.

श्री श्रीचन्द गोयल : मेरे साथ यह ज्यादती क्यों सभापति महोदय। मुझे तो 10 मिनट भी नहीं मिल रहे हैं जब कि दूसरों को आधा-आधा घन्टा मिला है यह तो मैं उचित नहीं समझता।

Mr. Chairman: There are so many Members to speak.

Shri Sri Chand Goel: There are many Members to speak but I must also get an equal treatment along with the members of other parties. They have been given more than half an hour each, when I am being asked to conclude after 10 minutes. It is sheer injustice to me and to my party and I, therefore, request you to give me more time.

Shri Nambiar: The guillotine will come against all of us.

श्री श्रीचन्द गोयल : सभापति महोदय, जब नई गाड़ियों के चलाने का प्रश्न आता है तो मैं नहीं समझता कि उस में "क्यू" के रूल का ठीक तरह से पालन होता है। जितने भी प्रोजक्ट्स मुखतलिफ़ सूबों से सुझाव के

रूप में आते हैं उन पर क्यू सिस्टम से विचार नहीं होता। जिस प्राजेक्ट के बारे में पहले इन्वेस्टीगेशन हुआ, पहले जांच-पड़ताल कर के निर्णय हो गया उस पर इम्पलीमेन्टेशन नहीं होता है। होता यह है कि जैसे नए मंत्री मंडल आते हैं प्रान्तों में नई वजारतें बनती उनके चीफ़ मिनिस्टरों का जितना यहा पर रेलवे विभाग के साथ प्रभाव होता है, उसके अनुसार वे अपने प्राजेक्टो को प्राथमिकता दिलवा देते हैं और इस प्रकार उनकी वरीयता बदल जाती है—मैं इसे बिल्कुल अनुचित समझता हूं। मुझे पता चला है कि चण्डीगढ़ को मेन लाइन पर लाने के लिये कितने दिनों से प्रयत्न होते रहे हैं लेकिन जिन लोगो का ज्यादा प्रभाव होता है वे अपने प्रोजेक्टस को सफल करवा लेते हैं। मैं समझता हूं कि यहा पर क्यू का रूल चलना चाहिये। एल्बो का रूल नही चलना चाहिये। जैसे पहले सिनेमाघरों में टिकट खरीदने के लिये एल्बो का रूल चलता था जो ताकतवर होते वे टिकट खरीदने में पहले कामयाब हो जाते थे उस प्रकार का रूल रेलवे मे नही चलना चाहिये बल्कि सीधे तौर पर क्यू का जो रूल है उसके अनुसार नई रेलवे लाइने बिछाई जानी चाहियें।

सभापति महोदय इस रेलवे विभाग मे 16 लाख कर्मचारी काम करते हैं, 16 लाख कर्मचारियो का पब्लिक सेक्टर मे भारत के अन्दर यह सब से बड़ा विभाग है जिसमे इतनी बडी संख्या मे कर्मचारी काम करते हैं। इन कर्मचारियो के अपने अनेको प्रश्न हैं। वर्षों से यह मांग की जा रही है कि उनके डीयरनेस को बढ़ाने के बजाय, जिस तरह से पहले रेलवे विभाग की तरफ़ से सस्ते दरों पर चीजों की दुकानें खोली जाती थी, जहा पर उनको एसेन्शल कमाडटीज आफ़ लाइफ सस्ते दरों पर मिला करती थीं, उस तरह की दुकानें खोली जायं। उस पुरानी जिम्मेदारी को जो रेलवे विभाग अंग्रेजों के जमाने में निभाता था, आज इस स्वतन्त्र भारत में उस जिम्मेदारी को क्यों नहीं निभा सकता। वास्तव में आज उनके असन्तोष के कारण ही रेलवे में ये दुर्घटनायें होती हैं उनके असन्तोष के कारण ही रेलवे की आज घाटे का बजट पेश करना पड़ता है। उनके असन्तोष के कारण ही आज देश का सारा आर्थिक चित्र बिगड़ता है। इस लिये आज जरूरत इस बात की है कि उनके लिये सस्ते दामो पर मिलने वाली, जिस में सरकार सब्सीडाइज करे, उस प्रकार की दुकानें खुलनी चाहिये।

इस के साथ ही साथ उनकी मकानों की समस्या भी है। इस के लिये मैं समझता हूं कि मुख़तलिफ कारपोरेशन्ज और इम्प्रूवमेंट ट्रस्टस हैं, वे जमीने लेकर उन कर्मचारियो की जरूरतो के मुताबिक मकान बना सकते हैं। इस सम्बन्ध मे मैं एक तजवीज पेश करना चाहता हू...

Mr. Chairman: Please try to conclude now

श्री श्रीचन्द गोयल. चेयरमैन साहब, मुझे 10 मिनट और दीजिये, और मेम्बरो को भी ज्यादा समय मिला है।

Mr. Chairman: You may have two minutes more

Shri Sri Chand Goel: I have hardly taken 10 or 15 minutes

Mr Chairman: You have already taken 15 minutes

श्री श्रीचन्द गोयल सभापति महोदय, मैं यह निवेदन कर रहा था कि मैं यह तजवीज पेश करना चाहता हूं कि सरकार रेलवे स्टेशनो के आसपास, रेलवे फैक्टरियो के आसपास जमीन एक्वायर करे, उन को डवेलप कर के, प्लाट बना कर रेलवे कर्मचारियो को दे और उनके प्राविडेन्ट फण्ड में से उन को कर्जा दिया जाय ताकि रेलवे के कर्मचारी अपने अपने मकान खुद बना सकें।

[श्री श्रीचन्द गोयल]

मैं यह भी निवेदन करना चाहता हूं कि रेलवे कर्मचारियों को रेलवे बोर्ड पर प्रतिनिधित्व मिलना चाहिये। भिन्न भिन्न प्रकार की रेलवे सर्विसिज के जो कैडर हैं, उनकी सर्विस कन्डीशन में शीघ्र समानता लाने की जरूरत है, यूनिफार्मिटी लाने की जरूरत है। पे-कमीशन और कन्सीलियेशन बोर्ड की मांग बहुत दिनों से चली आ रही है, उनकी अनेकों समस्याओं और उन में फैले हुए असन्तोष को दूर करने के लिये पे-कमीशन और कन्सीलियेशन बोर्ड की रचना बहुत आवश्यक है।

एक बात का मैं पुरजोर विरोध करना चाहता हूं, हमारे मन्त्री महोदय ने अपनी बजट स्पीच में यह कहा है कि हम प्रोग्रेसिविली बिजली की रेलें चलायेंगे या डीजल से चलायेंगे जिसका अर्थ यह होगा कि लाखों कर्मचारी बेकार हो जायेंगे या जो आगे नौकरियां मिलनी हैं, उन पर पाबन्दी लग जायगी सर्विस पोटेन्शल फ्रीज कर दिया जायगा। मैं यह समझता हूं कि भारत का अर्थशास्त्र, भारत की इकानामी इस बात की इजाजत नहीं देती कि हम इस प्रकार का यन्त्रीकरण करें जिससे कि लाखों लोग बेकार हो जायं। इस में हमें अमरीका और दूसरे देशों की नकल की जरूरत नहीं है, उनकी समस्या और है, वहां पर कैपिटल ज्यादा है लेबर कम है, लेकिन हमारे देश में लेबर ज्यादा है और कैपिटल कम है। इस लिये मैं समझता हूं कि इस प्रकार लोगों को बेकार करने की जितनी भी योजनायें हैं, जिसका उन्होंने अपनी स्पीच के शुरू में जिक्र किया है उस पर पुनर्विचार होना चाहिये।

मैं कुछ और सुझाव देना चाहूंगा माल गाड़ियों में खासतौर पर बड़े पैमाने पर चोरियां होती हैं। उस का कारण यह है कि माल गाड़ियां बहुत ज्यादा लम्बी होती हैं, इन्जिन ड्राइवर और गार्ड के बीच में इतना फासला होता है कि गार्ड देखता है कि वे-साइड स्टेशन पर लोग सामान उठा कर चोरी करते हैं लेकिन वह आगे नहीं आता क्योंकि उस पर कहीं हमला न हो जाय और फिर इस से रेलवे को जो मुआवजा देना पड़ता है उस से भारी हानि होती है। मैं सुझाव देता हूं कि मालगाड़ियों पर सशस्त्र कांस्टेबिल्ज अधिक संख्या में तैनात किये जायं ताकि आइन्दा इस प्रकार की चोरियों रोक कर सरकार को मुआवजे के रूप में जो भारी घाटा उठाना पड़ता है, उस से छुटकारा मिल सके।

एक सुझाव यह है...

Mr. Chairman: The hon. Member may please conclude.

Shri Sri Chand Goel: I will take only two more minutes

Shri Kanwar Lal Gupta (Delhi Sadar): This is his maiden speech

Shri Shri Chand Goel: No question of maiden speech

Mr Chairman: I appreciate the difficulties of the hon Member He in turn should also appreciate my difficulties He may conclude now

श्री श्रीचन्द गोयल: सभापति महोदय, मैं यह निवेदन कर रहा था कि आज भी अनेकों इस प्रकार के नियम आपने बनाये हुए हैं कि जिन के कारण रोड ट्रांसपोर्ट पर पाबंदी लगी हुई है। किसी को अगर 100 मील से ज्यादा फासले पर अपना सामान ट्रक के जरिये, मोटर ट्रांसपोर्ट के जरिये ले जाना होता है तो उसको पहले रेलवे विभाग में दरख्वास्त देनी पड़ती है, उसको इस बात के लिये विवश किया जाता है। मैं समझता हूं कि यह जायज चीज नहीं है। हर एक व्यक्ति को इस बात की स्वतन्त्रता होनी चाहिये कि जिस किसी भी यातायात के साधन से वह अपना सामान ले जाना चाहे वह सामान ले जा सके और इस प्रकार के जो नियम बने हुए हैं, उन सब को आज रिपील करने की आवश्यकता है ताकि देश में कन्सोलिडेटेड ट्रांसपोर्ट पालिसी चल सके।

मैं यह भी निवेदन करूंगा कि चितरंजन लोकोमोटिव वर्कशाप या वाराणसी वर्कशाप में आज जितना भी स्टाफ रिट्रेन्च करने का इरादा रखते हैं, उन में आप जितने स्पेयर्स बनाते हैं,

बहुत से स्पेयर्स को दूसरे देशों से मंगवाना पड़ता है, हमारे इन्जीनियर्स और एक्सपर्टस उन स्पेयर्स को वहां बनाने के लिये तैयार हैं, आपको चाहिये कि इस विभाग को सेल्फ सफिशियेन्ट बनायें, वे सारी चीजें वहां पर निर्माण करने का आपको प्रयत्न करना चाहिये और उन को इस काम को करने का अवसर मिलना चाहिये ।

एक बात और कहना चाहता हूं कई जगहों पर ओवर ब्रिजेज की बड़ी भारी समस्या है, खास तौर पर पटेल नगर के इलाके में, पांच-छः लाख की आबादी इसके आस पास रहती है, 10–12 बार फाटक को बन्द करना पड़ता है, इस समस्या की तरफ सरकार को ध्यान देना चाहिये ।

16 hrs.

Shri C. Chittybabu (Chingleput): Mr. Chairman Sir, in my maiden speech I shall be failing in my duty if I do not point out the indifference of the ruling party or the Union Government towards their "well-preached but never practised" democratic socialism. There will not be any meaning for the Congress Party's democratic socialism, unless the party in power implements radical changes to remove the disparities among the rich and the poor at least among the railway passengers. I strongly plead with the hon. Railway Minister to replace the upper class system in the railways in stages and allay the neglected feelings on the part of the poor and middle class sections of our people.

I would now like to point out some of the backward features of the Southern Railway. For example, even after twenty years, we have not laid any line from Trinelveley to Kanyakumari. It is a holy place for Indians, where we can see the rising sun on one side and we can see the setting sun on the other. I would suggest that we shall have to take urgent steps to have a line at least for Kanyakumari in Tamil Nad. It is no use saying that we have improved the luxurious service instead of attending to the third class passengers' requests.

From the figures in the budget, I would like to point out that we are earning a revenue of Rs. 206 crores from third class passengers. But from the White Paper or the Explanatory Memorandum I find that only fans have been provided in 7000 third class coaches by way of improvement. Are we not ashamed of saying that we have only provided fans for third class passengers after twenty years of Independence?

Shri Sezhiyan (Kumbakonam): They never work.

Shri C. Chittybabu: After twenty years since Independence the third class passengers on the Indian Railways have this basic amenity of fans. We are providing them only with fans but we are not providing them with facilities to have their seats in the carriages. I would request the hon. Minister to travel in the third class on a trip from Madras to Tiruchirappalli so that he can find out for himself the difficulties of the passengers and how the passengers of Tamil Nad are getting troubled by their travelling experience.

I would also like to point out that even after the removal of the emergency, we are asking the railway employees to work after five o'clock. In Tambaram, the railway employees are continuing to work from 10 a.m. to 5.30 p.m. I would like to point out that there is no reason for the Railway Ministry to compel the staff to work for extra hours in the present circumstances. Therefore, I request that orders may be issued by the Railway Ministry to bring down the hours of work to what they were originally and adopt the normal working hours on a par with those of the State Government.

Regarding the granting of extension of service to the employees after 58

[Shri C. Chittybabu]

years of age, I would submit that that contributes to the increase of the unemployment problem. The grant of extension of service up to 60 years of age in the Central Government posts means not only the retention of the aged people in service but also the shutting out of the young and energetic candidates to suitable posts Of course, in rare cases, exemption may be given such as to those in the medical, engineering, and other technical services in the railway department. But, otherwise, I would request the hon. Minister to drop the policy of granting extension of service so as to provide opportunities to the coming generation of young and efficient and energetic candidates and thereby solve the unemployment problem. I bring to the notice of this House that the occupation of quarters is not according to the allotment fixed by the railway department. Quarters allotted to railway guards are occupied by motor-men; quarters allotted to TTEs are occupied by ticket collectors. Ultimately some members of the staff are left without quarters and they are compelled to live in outside houses paying higher rent which cuts into their standard of living. Therefore, Government should take appropriate measures to see that the quarters allotted are occupied by the proper allottees. This should be done on a uniform basis and strictly according to the allotment made by the department.

The railway department has running staff like drivers, guards, TTEs etc. Formerly there was a system of calling boys employed for the purpose of calling the running staff to be prepared for duty at the appointed time. Such a system was highly useful, more particularly in the morning and night hours. This system of having calling boys was stopped at Tambaram for reasons well known to the department. I feel that the department should take immediate steps to restore this system for the benefit of the running staff.

In the book supplied, I find a reference to miscellaneous expenditure on survey of lines. I want to know from the Minister how many surveys are going on and how many completed. In 1952, there was a proposal to have a broad gauge from Arkonam to Trichy via Conjeevaram. But till now this has not been completed. Another proposal was about a line from Chingleput via Uttara Merur to Chinna Salem which was surveyed in 1958. But till today no further action seems to have been taken I would like to know the reason for the delay. I would request Government to take active steps to strengthen the lines on the Southern railway.

On the Madras—Villipuram beach section we find the electrical system introduced. The Madras-Villipuram-Trichy section requires to be converted into broad guage in view of the increased tempo of industrialisation in the region But it is evident that the Railway Board has not given thought even to the doubling of the 18 mile track beween Chingleput and Tambaram, let alone the conversion of 200 miles into broad gauge Speed is requested in connection with the Conjeevaram-Chingleput train The much talked of electrification scheme on the Madras-Arkonam section will be immensely beneficial to the large industrial belt of this region if it is implemented expeditiously

Industrial development in the Madras State had till now centred round Madras and Coimbatore cities, but future growth is bound to be spread over a far wider area all over the State with the prospect of an oil refinery at Tuticorin where an all weather port is fast coming up, the railways will be called upon to handle 1:5 million tonnes annually. The proposed pig iron plant at Cuddalore and the growing industrial complex around Trichy, Madurai, Tirunelveli, Salem and Vridachalam and Coimbatore are bound to lead to greater pressure on railways in the region. Any planning must, therefore, take into account the growing transport needs of this area and the traffic that is likely to be generated during the next five years on the Southern railway system. The

development of road transport network and the development of railways must proceed at a quicker pace than the industrial activity in the State if they are to cope with the demands made in view of the significant industrial development in the State, more particularly its southern region Therefore during the next decade, it is imperative that the southern railway system should undertake immediate measures to develop its traffic capacity on all the metre and broad gauge lines south of Trichy

It is heartening to note that traffic and engineering surveys are under way for conversion of the Madurai-Tirunelveli-Tuticorin section into broad gauge A parallel line between Madurai and Dindigul and a new broad guage link between Conjeevaram and Chingleput-Mahabalipuram are essential to increase the traffic carrying capacity to cope with the increasing demand in this region It is to be hoped that the present pace of reorganisation would ultimately lead to a switchover from metre gauge to broad gauge traffic in the southern zone I request the Railway Minister to look into the matters relating to this region and see that these things are done to my State

श्री यमुना प्रसाद मंडल (समस्तीपुर) सभापति महोदय, अभी हम लोग एक ओर की ही आवाज काफी सुन रहे थे। तस्वीर के दो हिस्से होते हैं। अगर उसके एक ही तरफ देखा जाय तो उस को पूरी तस्वीर देखना नही कह सकते। अगर हम बराबर ही उस सर्वोच्च सभा मे बैठ कर मिसमेयो साहिबा की भाषा मे बोलने लगें तो उतना ही काफी नही है, लाखो करोड़ों लोग जो चौबीस घटे अहर्निश काम करते हैं। उन की ओर भी हमें ध्यान देना है।

रेल बजट मे डेफिसिट जो आया है उस का खास कारण रेल मंत्री पुनाचा साहब ने जो हिसाब दिया है उस से मालूम पडता है कि डी० ए० (महगाई भत्ता) द्वारा बढा हुआ खर्च है। उस की वजह से ज्यादा खर्च बढ गया है नही तो हम लोग बराबर रेल से काफी अपनी आमदनी बढ़ाते रहे हैं। इस लिये जब वस्तुओ के भाव इतनी ऊचाई की ओर गये हैं तब जरूरी है कि हम असल काम करने वाले रेलवेमेस जो लोग हैं उन की तरफ ध्यान दें। इस के लिये जो सबसे जरूरी चीज है अर्थात् रेलवे कोआपरेटिव ग्रेन स्टोर्स, उस मे भी कुछ प्रगति होनी चाहिए। उधर से एक आवाज किसी नये मेम्बर की ओर से आई कि नेवर कोआपरेटिव सोसायटीज अच्छा काम नही कर रही हैं। लेकिन जहा तक पूर्वोत्तर रेलवे की बात है, मैं जानता हू कि उस मजदूर कोआपरेटिव मे काफी प्रगति आई है, नयापन आया है। नये ढग के रास्ते पर, सोशलिस्ट पैटर्न पर कट्रैक्ट सिस्टम को खत्म करने की ओर कदम है। लेकिन मैं समस्तीपुर इलाके (पूर्वोत्तर रेलवे) की बात कहता हू। पूर्वोत्तर रेलवे की बात करता हू। उत्तरी बिहार की बात करता हू, आप सारे देश की बात करते है, लेकिन मैं थोडे से इलाके की बात करता हू, इस लिये आप घबराये नही। लेकिन मैं जो कुछ सुन रहा था इंट वाज ओनली दि अदर साइड आफ दि पिक्चर। इतनी बडी सभा मे बैठ कर अगर हम अच्छे हिस्से को न देखे तो हमे आश्चर्य लगेगा। अभी श्री जार्ज फर्नेन्डेस साहब ने कहा कि मैं इतनी बडी सभा मे बोल रहा हू। बडी सुन्दर आवाज मे अभी वह कह रहे थे कि साहब, यह बडे-बडे रेल कर्मचारीगण काफी आराम की गाडियो मे चलते हैं। यह सही है। लेकिन जो कर्मचारीगण दिन-रात काम करने वाले हैं, उन का घर ही वहां है। वह वहां ही रहने वाले है, वहा सारा काम करते हैं, उनको झोंपड़ी ही एक ढग से वह है। वह चलती फिरती झोपड़ी मे जीवन

[श्री यमुना प्रसाद मंडल]

अगर, जब तक रेलवे की सेवा में हैं, काम करते रहेंगे। अगर आप चाहते हैं कि हम एक नया ढंग अपनायें, तो हम सभी पार्टियों के लोग बैठें और निश्चय करें कि हम लोग थर्ड क्लास में ही चलेंगे। लेकिन हम लोग छोटी-छोटी बात पर भी मिलना नहीं चाहते।

पाटिल साहब को कई बार यहां कहा गया। वह बड़े तेज आदमी हैं, खास कर हमारे डा० राम सुभग सिंह ने काम किया, वह पैदल उन इलाकों में गये जहां आज तक कोई रेल मंत्री नहीं जा सके, फ्रंटियर का पिछड़ा इलाका था, स्ट्रैटेजिक एरिया थी, वहां जाकर नई नई लाइनें खोलने की बात की, यह बड़ा सराहनीय है। इस की डिटेल में मैं फिर जाऊंगा (व्यवधान). थोड़ा धीरज रखिये, जब आप बोल रहे थे तब मैं अपना धीरज नहीं खो रहा था, आप क्यों धीरज खोते हैं।

एक माननीय सदस्य क्या पाटिल साहब ने सब कुछ किया रेलों के लिये ?

श्री यमुना प्रसाद मंडल मैं माननीय सदस्य का जवाब नहीं देना चाहता, लेकिन हमारे सारे हिन्दुस्तान में जो इतने करोड़ों लोग, लाखों लोग जो कुछ चाहते हैं उस के सम्बन्ध में मैं एक बात कहना चाहता हूं कि मच हैज बीन डन, येट मच रिमेन्स टु बी डन। (बहुत काम हुये हैं मगर अभी बहुत करना है) डेवेलपिंग सासायटी में तथा डेवलपिंग एकानमी में, जहां अनुक्रमिक विकास है, अगर रिवोल्यूशनरी डेवेलपमेंट की बात चलती है तो आप चीन के रास्ते जायें रूस के रास्ते जायें तभी आप ऐसा कर सकते हैं। (व्यवधान) आप चाहें तो एक दिन में उसे लाइये और एक दिन में जो कुछ भी हो चुका है उसे खत्म कर दीजिये।

भ्रष्टाचार की बात मैं मानता हूं कि वह फैला हुआ है। लेकिन जितने भी रेल कर्मचारी आज हैं वर्तमान समाज से पल कर प्रशिक्षण पाकर आये हैं, उनमें से कुछ न कुछ गलती करते हैं। इस सम्बन्ध में बड़ी बड़ी कमेटियां बनी हैं और सरकार चाहती है कि स्थिति में आमूल परिवर्तन किया जाये। हम लोगों को इस के लिये 'आवाज' लगानी चाहिये मगर इसके लिये हम ईमानदार रेल कर्मचारियों को नहीं कह सकते कि उन्होंने कुछ नहीं किया। (अगर 100 में से दो चार दस आदमी ऐसे निकलते हैं, अगर एक परिवार में एक आदमी खराब आ जाता है) तो क्या हम 99 प्रतिशत कर्मचारियों के लिये कह सकते है कि उन्होंने कुछ काम नहीं किया ? यहां पर 16 लाख कर्मचारी रेल संस्थानों में काम करते हैं। सभी तो खराब नहीं हैं। उन में से अधिकांश अच्छे हो सकते हैं।

जहां तक गुड्स या पार्सल की बात है मैं इससे सहमत हूं कि बहुत सी बातें हैं जिन में 'हाई स्टेन्डर्ड" आना चाहिये। उन में इस तरह के पर्सोनल नहीं रक्खे गये है कि जो कि विशेषज्ञ हों। वहां पर साइसदां नहीं है वहां पर ऐसे लोग हैं जो छोटे को बड़ा कहते हैं और बड़े को छोटा। कभी-कभी ऐसी गलतियां हो जाया करती हैं। एक आवाज आपने इसकी लगाई लेकिन दूसरी तरफ आप दूसरी तरह की बात कहने लगे। रेलवे आफिसर्स में कामरेडशिप की स्पिरिट नहीं है। बिना कामरेडशिप की स्पिरिट के समाजवाद अच्छी तरह से आ नहीं सकता। आपको यह पता है कि पीछे से जो रास्ता मिला है, जो ट्रेडिशनल पुरानी बेडगी है वे पच्चीसों सालों से चले आ रहे हैं उस को आप 'मन्ड' कर सकते हैं 'एन्ड' नहीं कर सकते हैं। (व्यवधान)। आप तस्वीर का एक ही भाग जानते हैं। लेकिन सभापति महोदय आप मुझे ऐसा कहने के लिये माफ करेंगे कि बराबर 'मिस मेयो' की ही भाषा में नहीं बोलना चाहिये। हमेशा गटर की ही

चाहा बोलना ठीक नहीं है। जो लोग मेहनत से काम कर रहे हैं वह ईश्वर की कृपा से ही हमको मिले हैं। आप देखिये कि उन रेल-कर्मचारियो को किन किन कठिनाइयो का सामना करना पडता है। अभी कहा गया कि यूटोपियन आइडियल लेकर चलेंगे। यह बहुत मुश्किल है कि यूटोपियम आइडियल लेकर हम चलें। जिस तरह से रेलवे मिनिस्टर साहब ने आखिर मे रेलवेमेन्स के प्रति कृतज्ञता प्रकट की है उसी तरह से आज भी इस सम्बन्ध मे कहा जा सकता है कि मच हैज बीन डन येट मच रिमेन्स टु बी डन।

दिन रात जो लोग कम तन्ख्वाह मे बहुत कम आमदनी मे काम करते है जिनके लिय रहने की जगह नही है प्लेटफार्म पर ही रह जाते है मैं इस बात को मानता हू कि उनके लिये बहुत कुछ करने को बाकी है।

(व्यवधान)। आप सारी दुनिया की बात कहते हैं, आप सारी दुनिया का भ्रमण कर चुके है। मै अपने यहा की बात कहता हू।

आज माननीय सदस्य रूल पर श्वेत पत्र को पढे लेकिन सफेद चश्मे से पढे किसी रगीन चश्म मे न पढे। जब रगीन चश्मे से पढने लगते है तो सही बात उनसे नही निकलती है।

एक माननीय सदस्य : आपका चश्मा कैसा है ?

श्री यमुना प्रसाद मडल मेरा चश्मा सफेद है। स्टाफ और स्टाफ वेलफेअर के बारे मे रेलवे मत्री ने कहा है कि 600 रु० माहवार तक पाने वाले लोगो के लिये हम काफी कुछ करेंगे। मगर मैं कहना चाहता हू कि इतने से काम चलने वाला नही है। इस समय श्री पुनाचा यहा नही है लेकिन उन के योग्य राज्य मत्री श्री परमिल घोष है मै उनसे कहना चाहता हू कि अगर आप समाजवाद अपना कर चलना चाहते हैं तो जो लोग चौबीस घटे काम करते है कम से कम उनके बच्चो की शिक्षा की व्यवस्था तो की जाये। इसको स्टेट पर टाल देने से यह कह कर कि यह स्टेट गवर्नमेंट का काम है हमारा काम नही चल सकेगा। वे इसकी ओर जरूर ध्यान दें। स्कालरशिप्स भी बहुत कम रखे गये हैं उनको ज्यादा बढाना चाहिये।

रेलवे में कोआपरेटिव मूवमेंट बहुत अच्छे ढग से चलता रहा है लेकिन उसमे कुछ प्रगति लानी जरूरी है। पहले आप लोगो को इन कोआपरेटिव से अन्न देते थे लेकिन अब आपने अपने काम का ढाचा बदल दिया है। आपको एक बार फिर उन कार्यों को कम से कम चतुर्थ वर्ग के कर्मचारियो के लिये चलाना होगा। आपको ग्रैन शाप्स कोआपरेटिव सोसायटीज के माध्यम से चलाना होगा क्योकि उनको चला करके ही आप उनको सन्तुष्ट रख सकेंगे। भूखे भजन न होय गोपाला आप इसको निश्चित समझिय। पूरी मेहनत से काम करने वाले सफाई मजदूरो की ओर भी कुछ कीजिये।

इस व्हाइट पपर मे बहुत सी बाते दी गई है लेकिन मेरा समय सीमित होने के कारण मै केवल एक दो बातो की तरफ इशारा करना चाहता हू।

इस व्हाइट पेपर के पज 43 पैराग्राफ 48 आइटम 17 पर नार्थ ईस्टर्न रेलवे की सुपौल से थरमीटा के बीच की 12 78 किलो-मीटर रेलवे लाइन को रेस्टोर करने की व्यवस्था की गई है। मैं निवेदन करना चाहता हू कि नार्थ-ईस्टर्न रेलवे एक बहुत बडी रेलवे है जो उत्तर प्रदेश और बिहार राज्यो मे फैली हुई है। इतनी बडी रेलवे की केवल आठ मील डिसमेंटल्ड रेलवे लाइन को रेस्टोर करने की बात कही गई है। मैं आपको याद दिलाना चाहता हू कि भूतपूर्व रेलवे मत्री डा० राम सुभग सिह ने निरमली से रेलवे यूजर्ज काफरेंस मे यह आश्वासन दिया था कि यह लाइन सुपौल से थुरमीटा होते

[श्री यमुना प्रसाद मंडल]

हुए भपटियाही तक ले जायी जायेगी, भपटियाही से निरमली (उत्तर बिहार) होते हुए पुरानी लाइन मे मिला दी जायेगी और भपटियाही से राघोपुर प्रतापगज की ओर भी ले जायी जायेगी। मैं निवेदन करूगा कि श्री पुनाचा इस बारे मे फिर से गम्भीरता से गौर करे जिससे उत्तर बिहार के लोगो को कुछ सुविधा उपलब्ध हो। जब रेलवे प्रशासन ने हिन्दुस्तान की सारी डिसमेन्टल्ड रेलवे लाइनो का जीर्णोद्धार किया है तो उसे इस रेलवे लाइन की ओर भी अविलम्ब ध्यान देना चाहिये जो उत्तर बिहार के लिये बहुत महत्वपूर्ण है।

समस्तीपुर नार्थ-ईस्टर्न रेलवे का ब्राडगेज और मीटरगेज का एक बहुत बडा जकशन है। बरौनी से कटिहार बरौनी से सोनपुर तक ब्राडगेड लाइन अविलम्ब बिछाई जानी चाहिये। रेलवे प्रशासन को समस्तीपुर से दरभगा तक भी ब्राडगेज रेलवे लाइन बिछाने की व्यवस्था करनी चाहिए क्योकि दरभगा एक बहुत महत्वपूर्ण जिला है जिसकी आबादी करीब पचास लाख अर्थात् सारे देश की आबादी का एक प्रतिशत है।

हमे यह देख कर बडा आश्चर्य हुआ है कि इतनी बडी नार्थ-ईस्टर्न रेलवे मे केवल आठ मील पुरानी उखडी हुई लाइन को रेस्टोर किया जा रहा है। इतने बडे पहाड को खोद कर एक छोटी सी चुहिया निकली इससे हमे बहुत आश्चर्य हुआ है। हम चाहेगे कि मत्री महोदय उत्तर बिहार की जनता को राहत देने के लिये नार्थ-ईस्टर्न रेलवे की ओर विशेष ध्यान दे। श्वेतपत्र—पेज 60 पर आइटम नम्बर 125 पर पुल बनाने के सम्बन्ध मे जो सूचना दी गई है, वह बहुत गलत और कनफ्यूजन पैदा करने वाली है। इस प्रकार की गलत सूचना नही दी जानी चाहिए।

अब मैं आपका ध्यान श्वेतपत्र पेज 74-75 पर उल्लिखित पैसेंजर एड अदर रेलवे बूडर्ड एमिनिटीज की ओर दिलाना चाहता हू। मैं आपको बताना चाहता हू कि नार्थ-ईस्टर्न रेलवे में फ्लैग स्टेशनो की बहुत कमी है और पीने के पानी का इन्तजाम बहुत अपर्याप्त है। मत्री महोदय को किसी न किसी तरह से पैसे का इन्तजाम करके पैसेंजर्ज और स्टाफ के लिये सुविधाओ की व्यवस्था करनी चाहिये।

इन शब्दो के साथ मैं आपको बहुत धन्यवाद देता हू कि आपने कुछ समय कांग्रेस के सदस्यो को दिया, हालाकि लायन्ज शेयर तो आपने दूसरी तरफ के सदस्यो को ही दे दिया।

Shri S. Kundu (Balasore) Mr. Chairman, Sir, I would like to view this budget which has been presented by the Railway Minister from three points First of all, my query would be, what does this budget offer to increase mobility in the country? Secondly, does this budget promise any hope for relieving the difficulties of passengers, particularly third class passengers? Thirdly, I would like to know if this budget gives any hope of better reorganisation of the so-called nationalised undertaking of railways, of which we boast so much

From these three points I am constrained to say that this Budget does not present any hope Mobility is a sign of civilisation, it is the sign of progress But has any mobility of trains been presented in this Budget? A caricature has been made in this yellow paper that the speed of Frontier Mail has been increased by 45 minutes It is a shocking revelation. This sort of statements should not have found place in this report When in other countries of the world, particularly in Asia, in Japan the train—*Hikari*—moves at a speed of 200 kilometres per hour—the hon. Minister knows it—in spite of it, it has been said that the speed of Frontier Mail has been increased by 45 minutes. It is really shocking Such facts should not be put in any more.

When I look into passenger amenities, particularly for the third class passengers who fill the coffers of the Railways, I am sorry to say that on an analysis of this Budget I find that the percentage of money spent for passenger amenities has been curtailed. Mr. Chairman, if you take a little care you will find that whereas last time the budget provision on passenger amenities was about Rs 4 crores, and that was about 42 per cent more than the provision made in the previous year, this time that amount has been reduced to about Rs 3 crores That is what the Government proposes to spend on what they have promised as passenger amenities It has been cited by my hon friend Shri George Fernandes that a lot of revenue is given by third class passengers In return in actual concrete terms, some electric fans have been put in and the third class passengers have been given no hope of getting better amenities As an hon Member here correctly said even those electric fans do not work

Then, we boast of the Railway as a nationalised undertaking is it really a nationalised undertaking? Has the Government thought over it? In the garb of nationalisation a huge bureaucracy rules over it It is in essence a bureaucratisation The difference in the wage scale of a poor worker and the salaries and amenities provided to the top bureaucrats, the directors and other officers, is more than hundred times The same difference is there in the matter of amenities also The bureaucrats move in a flamboyant way They act like business tycoons and rule over these poor railwry workers, the pointsman, the station masters, the checking staff and others There is no cordiality, there is no comradeship, there is no change in the attitude and vision of these big officers who rule this big industry which brings in a revenue equal to about one-fourth of the general revenues of India It is a staggering and shocking experience I am sorry to say that no light has been thrown in this budget that some attempt will be made to change the bureaucracy which is controlling the entire railways

Mr Chairman, we have been saymg on the floor of this House that there is an imbalance in planning in India and the entire planning will topple down unless we see that the whole of India progress together in unison Unfortunately, when a large sum of money is spent on the Railways which, as I said, raises more than one-fourth of the general revenues of India, what steps have been taken to provide more railway lines, to provide more railway amenities to the less-developed States of India?

I come from a very poor State of India, namely, Orissa I am very sorry to say that the railway lines which have gone into Orissa are far far less than those in any other developed States of India I ask those people who say "that the imbalance in planning must be corrected, otherwise the entire plan will topple down" what have they done to the people in States like Assam, Andhra, Orissa and many other States New railway lines and amenities to railway passengers have not been provided in the same proportion on the basis of population and area as they have gone to the more developed States in India

There was a techno-economic survey in our State a few years back which suggested that to improve Orissa and put it on par with developed States like Punjab, Uttar Pradesh and Maharashtra it needs an investment of about Rs 1,400 crores spread over a period of ten years That is to say, every year Rs 140 crores will have to be spent in that State if it is to come on par with other developed States In this background I would like to say that the 1957 statistics have not changed in proportion very much till today In Orissa the ratio of Railway route mileage to land area was 13 9 miles for 1,000 sq miles whereas the all-India average was 27 3 miles for 1,000

[Shri Kundu]

sq miles What a huge difference is it?

In my State many of the areas are not covered by railway lines There are many districts where there is absolutely no railway line The people of my State have represented times without number that some railway lines should be taken to the interior districts but nothing has been done so far The position is the same in other backward States Let me not be misunderstood that I am pleading only for Orissa, I am pleading for all the less developed and backward States like Orissa There are many less developed areas in India If an analysis is made, either on the basis of population and area it will be found that the money has not been spent in the railway in such a way as to remove the imbalance between States and States

Therefore, I have a concrete suggestion to make here As I said in the very beginning, railway line plays a very important role in increasing the mobility, and mobility is a sign of progress and civilization If we want progress the first and most important responsibility of this Government would be to build new railway lines in those States which are backward or less developed Therefore, I would suggest that let a Commission be appointed to study the diversification of resources of the railways under different heads in the various States of India and to suggest means for improving the less developed areas more quickly and bringing them on par with the developed States of India.

Now I come to the difficulties faced by the third class passengers Many hon. Members of this House from both sides have mentioned the difficulties of the third class passengers Some sort of study has been made by the Government to show that the congestion in the third class is reduced to some extent. It is only those who travel in the third class they know the real difficulties of the third class passengers I am sure the hon. Minister of Railways and the hon. Minister of State for Railways have never travelled in the third class during the past few years, perhaps after independence If they really want to know the difficulties of those who travel in third class, the first thing I would suggest is that every month they must travel at least once in third class without disclosing their identity. Then alone will they know how difficult it is for the people to travel in third class in this country

In the report for 1965-66, which has been presented by the Railway Board, on page 66 it has been said—the statement is really dubious and written in a cryptic manner—

> 'Excess occupation over and above 80 per cent of the seating capacity is considered as overcrowding and is expressed as percentage to the total seating capacity"

This is something strange and I fail to understand what it actually means "Excess occupation over and above 80 per cent of the seating capacity" is considered as some sort of congestion or overcrowding, is something fantastic Statistics have been given for 1963, 1964 and 1965 and I find that between 1964 and 1965 on the broad gauge railway there was only 1 per cent relief in overcrowding In 1964 it was 12 9 per cent overcrowding and in 1965 it was 12 8 per cent. I do not want to go into this juggliery of statistics In India statistics are sometimes created or manufactured to suit the fancies of the top bureaucrats and the ministers because they have to say in the House that they have achieved marvellous results during their tenure But as I have been travelling with friends for so many years I know the conditions The defects remain for the last 20 years, the congestion in the third class has not eased, rather it has increased Therefore I want to know

what categorical suggestion the hon. Minister has to give before this House to ameliorate the miserable travelling condition of the third class passengers.

The III class sleepers which have been given in these trains are enjoyed only by the white-collared, rich people. It is a fact. Poor people are driven out of the third class sleepers, they do not get a chance. This could be done only by giving more trains and frequent service on the local lines spread over 100 miles. I want that the Minister must promise in this House that whoever buys a ticket will get a seat in the railway, otherwise, this would be some sort of treachery or misappropriation of the money or a violation of the contract when you take the money but you do not promise him a seat. It is not my business to point out how you do it. As a taxpayer and as a representative of the people I want that you must do it and you must promise that you will do it during these few years.

I would like to end my speech with a suggestion for some new lines in my State at some places. As I have made out the case, the hon. Minister would see that during the days of the rajas there was a small narrow gauge line going from Rupsa in the District of Balasore towards Baripada and I want, as a principle, that all the narrow gauge lines must be removed. They do not serve any purpose; only, we spend more money. This should be the first criterion that all narrow gauge lines must be removed and replaced by broad gauge. This line, which needs extension of 30 miles, should be connected to Tata with Baripada. There are some suggestions that Talcher-Rourkela should be connected with Paradip which exports iron ore. I want that Datari mines should be connected with Talcher and Rourkela. From Rourkela to Talcher will need about 80 miles of new lines. In the district of Keonjhar and Phulbani there is no railway line. Some friends from my side have suggested that some line should be taken from Talcher passing through the district of Phulbani, Ahmabi etc. and connecting Titlagar on the line of Raipur to Vijyanagram. All these should be done.

We have been speaking about the staff amenities. Some of my friends correctly said that the staff is coerced by the big officers and sometimes also by the Ministers. It is staggering to know that since 1962, the checking staff of this Division have been filing representations and they have never been heard I was shocked to know, when there are big bungalows and saloons for the big officers, that even the lady checking staff are denied small quarters. Can such a thing be tolerated? The checking staff who travel in railways on duty are not considered as running staff because that will involve some more amenities for them and the officers want to fool us by saying that they save large sums of money by denying the reasonable demands of the railwaymen

I would very much like the hon. Minister to go into all this and promise next time, when he comes in May, to offer a better Budget.

Mr. Chairman: The hon. Railway Minister

Dr Karni Singh (Bikaner): May I request you to kindly enlighten the House as to when the Rajasthan Budget will be taken up? I believe there will be a guillotine at 5-30 p.m. The people of Rajasthan have been deprived of their democratic right. Are we also going to lose our right of speaking on the Rajasthan Budget?

Mr. Chairman: The hon. Railway Minister will now reply to the debate.

Shri C. M. Poonacha: Mr. Chairman, Sir, I am very thankful to the hon. Members and this House and to you, Sir, for the time that has been given to exercise a careful scrutiny of the set of papers I

[Shri C. M. Poonacha]

placed before this House in connection with the Railway Budget and the performance of the Railways over a period of time. It is very heartening that the discussions were both objective and critical. Such of those who were a bit more critical. I am afraid, were one-sided because the material as supplied to the hon. Members provided the entire picture of the working of the Railways during the current year and then it gave an idea of what is likely to happen in the coming year.

I have attempted to give a faithful and correct picture of the working of the Railways and, in my speech, I have also attempted to give as correct a performance figure as possible which was available to me according to the material supplied It is perfectly open for certain inferences to be drawn that, because there happens to be a deficit, an increase in freight rates and fares is round the corner. Well, at this moment, I do not want to dwell on the inferences but I say the attempt was purely to seek the assistance of the hon. House and the hon. Members of their valuable suggestions by giving a correct and a true picture of the working of the Railways. I expected that constructive suggestions would be forthcoming which would be helpful to us to frame the final Budget which has been promised to be laid before this House later. We were looking round for helpful and objective suggestions to come forward At the same time, we did except some pointed references or certain shortfalls here and there or to certain operational defects or administrative shortcomings

I am glad that all these things have been covered and my present duty lies in broadly touching a few main points that have been specifically made and then plead for the Vote on Account for a short period, during which time we will go into the whole thing in a greater detail and come before this House with a final budget for the coming year.

Shri Nambiar: There will be an increase in railway fares and freights. That is the point which is agitating our minds and the country's mind.

Shri C. M. Poonacha: That is the very point. The picture is there. Every attempt will be made to see how far we will be able to bridge the gap and in that, no efforts will be spared. I can promise the hon. Members and the House that utmost scrutiny will be exercised with reference to economies in areas where they could be effected without, of course, in any way reducing the efficiency of the Railways and we will see how far we could improve upon the earnings. But the position as it stands now indicates that there are certain difficulties The Railway budget, after all, is an index of the economic activities of the country as a whole; it cannot be very much different In essence, it reflects what is our economic activity as we are experiencing a general recession; certain anticipations have not materialised and due to that, certain shortfalls have become inescapable. In that background we are trying to formulate our ideas as to how best we can bridge the gap and put before you a correct statement of the affairs of the Indian Railways and ask for necessary approval. I will now refer briefly to some pointed references made by the hon Members during the course of the debate.

I should refer to the criticisms levelled by my hon. friend Mr. Biswas. Coming as he does with the experience of the working of the Railways, as he himself belonged to the Railways for a long period of time, his observations were very helpful, but in some respects I was inclined to believe that he was swayed away by certain impulses. He referred to the various commissions and committees that were constituted to go into the working conditions of the staff in general and made a point to say

that the Government had not implemented their recommendations; while the Government broadly accepted the recommendations, the implementation part of it had been grossly neglected. That is not the case The two Pay Commissions' recommendations have been not only accepted but also given full effect. In the same way, Rajadhyaksha Commission's report and Shankar Saran Tribunal's recommendations have also been accepted and implemented. I do not know how my hon. friend came to the conclusion that they have not been implemented. So far as Shankar Saran Tribunal's recommendations are concerned, the point is that there is a formula, the formula to classify skilled, semi-skilled and highly-skilled labour. In regard to those things, certain exercises have to be done now, as per the recommendations, and they are being done. It is not as if the implementation of those things can be done immediately or overnight Government have accepted the recommendation but there is bound to be a time-lag and the matter is in the process of being implemented. In spirit, Government have accepted the recommendations. That being the position, I was wondering how my hon. friend Shri J. M. Biswas who has such vast knowledge of the working of the railways could make this charge on the floor of this House that the recommendations have not been implemented.

Shri J. M. Biswas: On a point of information. I believe the hon. Minister was not very much attentive while I was speaking. I mentioned categorically about the New Desi, the Shankar Saran tribunal, the classification tribunal, and the recommendations of the Class IV staff promotion committee. I never spoke about the Pay Commission or the Rajadhyaksha award which the hon. Minister has referred to. I had not said that the recommendations of these bodies had not been implemented. I believe the hon. Minister had not heard me correctly. I referred particularly to the classification tribunal award and the class IV staff promotion committee's award which have only been partially implemented. I think the hon. Minister is just giving out whatever information has been given to him by his advisers.

Shri C. M Poonacha: I am happy that the hon. Member is modifying his observations now. The records will show what has been correctly mentioned by my hon. friend and what I have been referring to. I have made very careful notes when he was making his observations Therefore, this explanation is for the benefit of the House.

My hon. friend Shri George Fernandes quoted elaborately from the Audit Report. We have supplied the report to every Member of the House. There is a procedure to be followed so far as the audit reports are concerned. All the information has been provided to the Members. There is nothing that we want to hold back. That itself should clearly prove the *bona fides* of the Railway Administration and the Railway Ministry. Now, there have been certain audit observations. The procedure is that these audit reports will go before the PAC and the PAC which consists of Members of this House will call for comments on all those observations contained in the audit paragraphs and will go into every item in great detail and then place before this House its recommendations. It is only at that stage that we can discuss these things. So, it would be premature on my part or on anybody's part, for that matter, to make observations and comments on the audit reports now. The materials are supplied to every Member because we want to post hon. Members with every detail that is available with us. But, the actual stage of discussion on certain matters could only be reached after the PAC has gone into the audit report and highlighted certain specific items therefrom. It may be that at

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that time quite a number of these audit paragraphs may not be there. Therefore, I do not wish to prejudge the PAC's observations. So, I plead that the material, which Shri George Fernandes has made use of for whatever purpose he has had in view, was intended only for information at this stage and it is only sometime later that he could make use of it at an opportune or appropriate time, it was not intended that we could draw upon that information now in the course of this debate on the railway budget.

There are a few points of a general character. Members referred to construction of new lines in some States, inefficient functioning of the railways, matters relating to labour and labour welfare, passenger amenities and so on and so forth. I would only say that in so far as the proposal to build new railway lines the matter is under consideration of the Government. Certain surveys have been taken up, but that will depend on the final shape and dimension of the Fourth Plan programme which is still a draft one. We would still await the final Fourth Plan programme and see what it would be and in that what would be the share of the railways, though tentatively we have drawn up a plan of Rs. 2094 crores. After all these proposal are given careful considerations such of them which get priority on economic considerations would be given due attention, and then we would be able to give a clearer picture about these matters, that is after sometime, not just at the moment.

Reference was also made that the railways should be mobile enough and there should be faster trains. At the same time, an hon. Member suggested that there should not be any modernisation because, in his view, it amounted to retrenching staff, thereby curtailing the employment potential that the railways would offer in general. These conflicting and divergent ideas, of course, will have to be blended into a harmonious working arrangement, and that is the exercise at which we are continuously engaged. We will certainly give our most serious consideration to this aspect because the employment potential that the railways could offer to the people of the country is very vast and great and this should not be drastically reduced; at the same time, it could not be that we run the railways with a very high percentage of surplus staff thereby incurring heavy expenditure thereby not giving a good account of ourselves. After all, as some Members observed, this is purely a commercial concern and has to function on certain commercial lines. In consideration of that, operating costs, running costs and administrative costs, everything will have to be kept under proper limits. The possibility of augmenting our revenues should also be kept in view. While considering both these aspects, it would become necessary at times that modernisation should be accepted as inevitable. We have already taken up schemes for dieselisation. Dieselisation means what? It means reduction of running staff to some extent It is inevitable. Keeping in view this question we have for the time being said that we need not have any fresh recruitment. We have put a ban on recruitment so that the staff rendered surplus could be usefully employed on other sectors; they will never be retrenched. But the ban is only to enable the railways to utilise the staff rendered surplus in the process of our modernisation in suitable and appropriate posts so that the hardship of retrenchment could be avoided to the maximum possible extent.

17 hrs.

There has been some reference made to passenger amenities. One hon. Member said that we have reduced the provision by Rs. 1 crore or so. I do not know where he got this information from. I have myself checked the figures. As regards the

committed expenditure programme for passenger amenities, there is an allotment of Rs. 4 crores for special passenger amenity programmes. That is given in the white paper. On page 46, the hon. Member will see that works costing about Rs. 3 crores are in progress and new works costing Rs. 90 lakhs are under consideration. The sum of Rs. 4 crores provided originally had been maintained in tact; nothing has been reduced. The hon. Member was so particular in highlighting that point and at the same time he was worried that the frontier mail was running 45 minutes earlier. These things have distrubed my hon. friend rather than the more important matters which were highlighted in these papers.

An hon. Member suggested that the CLW labour union had not been recognised and he went to the extent of saying that if X was changed from the presidentship, the union would be recognised. I have nothing to show that there was any such undertaking or assurance given. I wonder from where the hon. Member collected that information Our policy is not to have any labour union there because it is a production unit of the railways where they have elected staff councils through which their grievances are ventilated and there is a close and harmonious relationship with the management and anything that arises by way of labour grievances comes immediately before the management for settlement.

Shri Namblar: Why shou'd there not be a recognised union as in other units, workshops of the railways? The repair shops also are production units.

Shri S. M. Biswas: I belive the hon. Minister is not well informed. In the workshops at Kharaghpur, Liloos, Jagadhri and Banaras—everywhere there are unions except at Chittaranjan. I believe his reason should be because the CLW union is controlled by political parties other than Congress, it is not given recognition.

Shri C. M. Poonacha: I totally deny that charge; it is not so. We are trying a unique experiment here and we find it works very well and ensures smooth relationship between labour and management and the production programme has been kept much ahead of schedule. The CLW is by any standards the pride of the Indian Railways and that position should be maintained. It is because of this procedure that labour relations are good there. Let not my hon. friend go away with the idea that if only there was a union, things will be normal.

Shri Umanath (Pudukkottai): Trade unionism is a fundamental right. Why should it be prevented?

Shri C. M. Poonacha: It is for the labour to say, not for you here to say.

Shri Umanath: As a Member of Parliament I have got a right to say that.

Shri C. M. Poonacha: This is not the way to argue..... (*Interruptions*).

An Hon. Member: The hon. Minister is not giving us correct information.

Shri J. M. Biswas: Are the relations so good as to avoid giving a strike notice? (*Interruption*).

Shri C. M Poonacha: I have to complete my observations in this regard.

Shri V. Krishnamoorthi (Cuddalore): Sir, I am raising a point of order.

Shri C M Poonacha: What is the rule under which he is raising the point of order? Merely standing up on a point of order does not work. What is the point of order?

Shri V. Krishnamoorthi: You must follow the rules; when I am standing on a point of order, you must first sit down.

Shri C. M. Poonacha: By merely raising a point of order, what will it lead to? Which is the rule, which is

[Shri C. M. Poonacha.]

the point on which you would like to raise a point of order? If he quotes the rule, I would certainly listen.

Shri V. Krishnamoorthi: He should first sit down. I am raising a point of order. (*Interruption*)

Mr. Chairman: Order, order. Let us hear his point of order.

Shri V. Krishnamoorthi: I am raising a point of order. It is up to you to either allow it or disallow it. The hon. Minister must first obey the rules and then hear what I am going to say. The point is this: the hon. Minister, while replying to the budget debate, said "I do not want any railway labour union: do not want any labour union to work." (*Interruption*)

Shri Randhir Singh: Sit down.

Shri Umanath: You sit down. He has got the right to make his point (*Interruption*).

Shri V. Krishnamoorthi: It is a constitutional right given to the labourers to form unions. Is the Minister entitled to say that the labour union is not at all necessary? Is the Minister of Railways entitled to say so? I am raising this point of order for your decision. (*Interruption*).

Mr. Chairman: It is not a point of order. It is a question of the right of unions, the right to form unions.

Shri Nambiar: Without excitement, the hon. Minister must reconsider his statement.

Some hon. Members rose—

Shri Umanath: Please sit down.

Shri Randhir Singh: Please sit down.

Shri Umanath: You sit down first. You are not the Speaker; you sit down first. Who are you to dictate here? We are not here at your mercy. You sit down.

17.37 hrs.

[MR. SPEAKER *in the Chair*]

Mr. Speaker: Order, order. Let both sides sit down first. Let all sit down. Please sit down, all of you. The Minister may continue his speech.

Shri C. M. Poonacha: Sir, I was explaining the point that in so far as the production units are concerned, relating to the railway administration, we have by and large tried to work them on a pattern where the staff councils are constituted, and through them healthy and happy relationship with the managements is being maintained. And that is so in so far as the Diesel Locomotive Works at Varanasi, the Chittaranjan Locomotive Works at Chittaranjan and the Integral Coach Factory at Perambur are concerned. This is a fact, and I was trying to explain that, when some hon. Members wanted to interrupt me.

Shri Nambiar: It is not interruption. I request the hon. Minister reconsider this question; it is worth reconsideration because the labour unions must be recognised. That is all.

Shri C. M. Poonacha: We are conscious of the fact that so far as labour is concerned, we should give the utmost consideration for their welfare, for their benefits and for the maintenance of very good and happy relationship; and this is our main concern, and we are continuously at it. I am happy, as I had mentioned in my speech already, that we have had a uniformly good relationship maintained with labour. The personnel engaged in the labour force has gone up by leaps and bounds; we are now employing as many as 1.3 million in labour, and then, it is a mammoth effort, so far as the Indian railways are concerned, to look after the welfare, their well-being. The various amenities which have been provided, medical, educational and social, and a variety of other things, I must say, are not all too complete by themselves.

In stages we are trying to do it. (*Interruptions*). We will certainly do our very best try to improve upon them. But so far as the railways are concerned, it is a happy feature that we have been able to maintain these cordial relations. I have already referred to passenger amenities and the conditions of third class passengers. We should bear in mind that the railways is one of the biggest Government concerns in our country and one of the biggest so far as the world is concerned. We operate about 10,000 trains per day. It is a colossal effort. The number of passengers per day is 5.7 million. So, in the very nature of things, there would be certain flaws and shortcomings here and there. I do not claim that it is cent per cent perfect. But it would be the continuous effort of the railway administration and my colleagues here to see that we try our utmost and give a good account of ourselves. In this I seek the cooperation, help and the valuable suggestions of the House as a whole and particularly my friends on the other side.

Shri S. S. Kothari (Mandsaur): May I know what percentage of the normal orders you have been placing with the waggon-building industry?

Shri C. M. Poonacha: We have been placing orders at the rate of over 25000 waggons every year. For the coming year, we have not yet down up our precise programme. That is under consideration.

श्री बलवन्त सिंह कुशवाह (भिंड): माननीय अध्यक्ष महोदय, अभी बहस के समय शासन को यह सुझाव दिया गया था कि गैरोलेज लाइंस को ब्रौडगेज लाइंस में तबदील करने के कार्यक्रम को फर्स्ट प्राएरिटी देनी चाहिए लेकिन इसके बारे में रेलवे मंत्री महोदय ने कुछ नहीं बतलाया और न इसके बारे में नीति सम्बन्धी घोषणा की है।

Shri C. M. Poonacha: Regarding narrow gauge lines, most of them are private companies on whose behalf we are operating them. They are not paying their way yet. They have not been economically sound propositions. We have been still subsidising them. The matter is engaging our attention and if we can get the valuable suggestions of the hon. members in this matter, I would be happy to consider them.

Shri P. Venkatasubbaiah (Nandyal): Are there any criteria laid down for laying new lines? Is there any priority fixed? What is the method adopted by Government? We find that when new lines are laid there is no definite set pattern.

Shri C. M. Poonacha: Certain broad guidelines have been laid down by the Planning Commission. It has been indicated there that we should give top priority to new lines which connect big projects in the first instance and secondly to areas which have rich iron ore and minerals for export. Lines which satisfy these conditions should be given fairly high priority.

An hon. Member: What about avoiding railway accidents.

श्री इसहाक संभली (अमरोहा): अध्यक्ष महोदय, एक बहुत महत्वपूर्ण प्वाएंट मिस हो गया है। गवर्नमेंट पालिसी बार बार यह डिक्लेयर की गई है कि प्राइवेट कंट्रैक्ट सिस्टम को ऐबालिश किया जायगा लेकिन जो हमको उस बारे में सामग्री दी गई है उस में यही लिखा हुआ है कि रेलवे द्वारा कंट्रैक्ट सिस्टम को बढ़ाया जायगा तो उस के बारे म आनरेबुल मिनिस्टर ने कुछ नहीं बतलाया।

Shri C. M. Poonacha: Is the hon. Member referring to open line contracts or others (*Interruption*). If he is referring to open line works, we have organised some of these cooperatives and that is still in the experimental stage. A few of them have done very

[Shri C. M. Poonacha.]

well, but by and large we are not satisfied with the performance.

Dr. Karni Singh: Sir, while we appreciate the anxiety of hon. Members to ask questions about railways, the Members from Rajasthan are anxious because the budget time is being eaten up and they will not get a chance to discuss the Rajasthan Budget.

Mr. Speaker: Yes, only 15 minutes are left for the whole of Goa, Rajasthan and other matters.

Shri Brijendra Singh (Bharatpur): Mr. Speaker, Sir, I have had the privilege of being in touch with the railways and the Ministry of Defence in connection with the railways in Mathura and Bharatpur area and also Alwar area covered by certain railways which are of commercial utility for oil and also for military purposes from Mathura to Pakistan border. I would like, if possible, that these railways should be re-investigated into. The work was initiated by my late father and taken up by military and railway authorities of the present regime. If these lines are put in, I can convince you that they will be beneficial.

Mr. Speaker: It is a suggestion, not a clarification.

श्री रणवीर सिंह: क्या रेलवे मंत्री जी बतलायेंगे कि लड़ाई से पहले हिन्दुस्तान आजाद होने से पहले जिन इलाकों में रेल की पटरियां बिछी हुई थीं और रेल चालू हालत में थी, हिन्दुस्तान आजाद होने के बाद कुछ जगहों की चलने लगीं लेकिन जहां अब तक बिछी हुई थी वहां अब तक रेल नहीं बनी है तो वह कब तक बन जायगी ?

मिसाल के तौर पर रोहतक से पानीपत की रेलवे लाइन आजादी से पहले की अब रोहतक से गोहाना तक है तो यह गोहाना से पानीपत तक कब तक हो जायगी ?

Mr. Speaker: The hon. Member is going into details. I do not think the Minister can answer now about laying of a new railway line.

श्री रणवीर सिंह: यह लाइन होनी बहुत जरूरी है। अंग्रेजों के वक्त में जो लाइन थीं कम से कम उन लाइनों को तो अभी बिछा दिया जाय ।

Several hon. Members rose—

Mr. Speaker: All of you are naturally anxious to ask questions and get the answers. But we have to take up the other two Budgets also relating to Goa and Rajasthan. We have hardly 15 minutes. I can go on allowing you to put questions, but at 5.30 I shall put everything to the vote of the House. If I allow one hon. Member to put a question I will have to allow a dozen.

श्री मधु लिमये (मुंगेर) : राजस्थान के लिये जो दस मिनट बचे हैं तो उस में हमें कुछ सवालात पूछने की इजाजत दी जायेगी ?

Mr. Speaker: That is why I am putting the Railway Demands to vote now so that at least we can have ten minutes for the other two. I shall now put all the cut motions together.

All the cut motions were put and negatived.

Mr. Speaker: I shall now put the Demands to the vote of the House. The question is:

"That the respective sums not exceeding the amounts shown in the third column of the order paper, be granted to the President, on account, for or towards defraying the charges during the year ending the 31st day of March, 1968, in respect of the heads of Demands entered in the second column thereof against Demands Nos. 1 to 11, 11A, 12 to 16.

The motion was adopted.

Mr. Speaker: I will now put all the cut motions to the Supplementary Demands for Grants (Railways) to the vote of the House.

All the cut motions were put and negatived.

Mr. Speaker: I will now put the Supplementary Demands for Grants (Railways) to the vote of the House. The question is:

"That the respective Supplementary sums not exceeding the amounts shown in the third column of the order paper be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of Demands Nos. 2, 4 to 9, 16 and 20 entered in the second column thereof subject to the following modifications:

(1) that in respect of Demand No. 4 instead of Rs. 3,08,13,000, Rs. 3,01,36,000 only be granted;

(2) that in respect of Demand No. 5 instead of Rs. 10,89,79,000, Rs. 9,61,24,000 only be granted;

(3) that in respect of Demand No. 6 instead of Rs. 4,58,96,000, Rs. 4,19,29,000 only be granted;

(4) that in respect of Demand No. 7 instead of Rs. 7,80,82,000, Rs. 7,08,91,000 only be granted;

(5) that in respect of Demand No. 8 instead of Rs. 2,81,92,000, Rs. 2,32,71,000 only be granted;

(6) that in respect of Demand No. 9 instead of Rs. 86,87,000, Rs. 67,78,000 only be granted;

(7) that in respect of Demand No. 16 instead of Rs. 42,41,000, Rs. 36,62,000 only be granted."

The motion was adopted.

17.22 hrs.

APPROPRIATION (RAILWAYS) VOTE ON ACCOUNT BILL*, 1967

The Minister of Railways (Shri C. M. Poonacha): I beg to move for leave to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1967-68 for the purposes of Railways.

Mr. Speaker: The question is:

"That leave be granted to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1967-68 for the purposes of Railways".

The motion was adopted.

Shri C. M. Poonacha: I introduced **the Bill.

17.22½ hrs.

APPROPRIATION (RAILWAYS) BILL*, 1967

The Minister of Railways (Shri C. M. Poonacha): I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1966-67 for the purposes of Railways.

Mr. Speaker: The question is:

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1966-67 for the purposes of Railways."

The motion was adopted.

Shri C. M. Poonacha: I introduce** the Bill.

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*Published in Gazette of India Extraordinary, Part II, section 2, dated 28-3-67.

**Introduced with the recommendation of the President.

17.23 hrs.

APPROPRIATION (RAILWAYS) VOTE ON ACCOUNT BILL, 1967—contd.

The Minister of Railways (Shri C. M. Poonacha): I beg to move*

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1967-68 for the purposes of Railways, be taken into consideration."

Mr. Speaker: The question is:

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1967-68 for the purposes of Railways, be taken into consideration."

The motion was adopted.

Mr. Speaker: I will now put the clauses to the vote of the House. The question is:

"That clauses 1, 2, 3, the Schedule, the Enacting Formula and the Title stand part of the Bill".

The motion was adopted.

Clauses 1, 2, 3, the Schedule, the Enacting Formula and the Title were added to the Bill.

Shri C. M. Poonacha: I beg to move:

"That the Bill be passed".

Mr. Speaker: The question is:

"That the Bill be passed".

The motion was adopted.

17.24 hrs.

APPROPRIATION (RAILWAYS) BILL, 1967—contd.

The Minister of Railways (Shri C. M. Poonacha): I beg to move*

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1966-67 for the purposes of Railways, be taken into consideration."

Mr. Speaker: The question is:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1966-67 for the purposes of Railways, be taken into consideration."

The motion was adopted.

Mr. Speaker: I will now put the clauses to the vote of the House.

The question is:

"That clauses 1, 2, 3, the Schedule, the Enacting Formula and the Title stand part of the Bill".

The motion was adopted.

Clauses 1, 2, 3, the Schedule, the Enacting Formula and the Title were added to the Bill.

Shri C. M. Poonacha: I beg to move:

"That the Bill be passed".

Mr. Speaker: The question is:

"That the Bill be passed"

The motion was adopted.

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*Moved with the recommendation of the President.

17.25 hrs.

GOA, DAMAN AND DIU BUDGET, 1967-68 AND DEMANDS FOR SUPPLEMENTARY GRANTS* (GOA, DAMAN AND DIU), 1966-67

Mr. Speaker: Now we will take up the Goa, Daman and Diu Budget. There is no time for speeches; only questions may be asked.

DEMAND NO. 1—LAND REVENUE

Mr. Speaker: Motion moved.

"That a sum not exceeding Rs. 1,70,000 be granted to the President, *on account, for or towards defraying* the charges in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'Land Revenue'".

DEMAND NO. 2—STATE EXCISE DUTIES

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 2,78,100 be granted to the President, *on account, for or towards defraying* the charges in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'State Excise Duties'".

DEMAND NO. 3—TAXES ON VEHICLES

Mr. Speaker: Motion moved.

"That a sum not exceeding Rs. 92,300 be granted to the President, *on account, for or towards defraying* the charges in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'Taxes on Vehicles'".

DEMAND NO. 4—SALES TAX

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 57,000 be granted to the President, *on account, for or towards defraying* the charges in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'Sales Tax'".

DEMAND NO. 5—OTHER TAXES AND DUTIES

Mr. Speaker: Motion moved.

"That a sum not exceeding Rs. 2,10,000 be granted to the President, *on account, for or towards defraying* the charges in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'Other Taxes and Duties'".

DEMAND NO. 6—STAMPS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 3,300 be granted to the President, *on account, for or towards defraying* the charges in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'Stamps'".

DEMAND NO. 7—REGISTRATION FEES

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 80,100 be granted to the President, *on account, for or towards defraying* the charges in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'Registration Fees'".

DEMAND NO. 8—UNION TERRITORY LEGISLATURES

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 1,57,500 be granted to the President, *on account, for or towards defraying* the charges in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'Union Territory Legislature'".

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*Moved with the recommendation of the President.

DEMAND No. 9—GENERAL ADMINISTRATION

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 13,34,600 be granted to the President, *on account, for or towards defraying the charges* in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'General Administration' ".

DEMAND No. 10—ADMINISTRATION OF JUSTICE

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 4,53,600 be granted to the President, *on account, for or towards defraying the charges* in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'Administration of Justice' "

DEMAND No. 11—JAILS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 1,20,300 be granted to the President, *on account, for or towards defraying the charges* in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'Jails' ".

DEMAND No. 12—POLICE

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 18,72,600 be granted to the President, *on account, for or towards defraying the charges* in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'Police' ".

DEMAND No. 13—MISCELLANEOUS DEPARTMENTS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 2,33,200 be granted to the President, *on account, for or towards defraying the charges* in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'Miscellaneous Departments' ".

DEMAND No. 14—SCIENTIFIC DEPARTMENTS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 68,900 be granted to the President, *on account, for or towards defraying the charges* in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'Scientific Departments' ".

DEMAND No. 15—EDUCATION

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 59,20,000 be granted to the President, *on account, for or towards defraying the charges* in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'Education' ".

DEMAND No. 16—MEDICAL

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 26,20,200 be granted to the President, *on account, for or towards defraying the charges* in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'Medical' ".

DEMAND No. 17—PUBLIC HEALTH

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 19,04,400 be granted to the President, *on account, for or towards defraying the charges* in Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'Public Health' ".

DEMAND NO. 18—AGRICULTURE

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 15,83,100 be granted to the President, *on account, for or towards defraying* the charges in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'Agriculture'".

DEMAND NO. 19—ANIMAL HUSBANDRY

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 6,08,300 be granted to the President, *on account, for or towards defraying* the charges in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'Animal Husbandry'".

DEMAND NO 20—COOPERATION

Mr. Speaker: Motion moved.

"That a sum not exceeding Rs 2,16,700 be granted to the President, *on account, for or towards defraying* the charges in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'Cooperation'"

DEMAND NO. 21—INDUSTRIES

Mr. Speaker: Motion moved.

"That a sum not exceeding Rs. 4,20,200 be granted to the President, *on account, for or towards defraying* the charges in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'Industries'".

DEMAND NO. 22—COMMUNITY DEVELOPMENT PROJECTS, NATIONAL EXTENSION SERVICE AND LOCAL DEVELOPMENT WORKS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 6,06,000 be granted to the President, *on account, for or towards defraying* the charges in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'Community Development Projects, National Extension Service and Local Development Works'".

DEMAND NO. 23—LABOUR AND EMPLOYMENT

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 29,500 be granted to the President, *on account, for or towards defraying* the charges in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'Labour and Employment'".

DEMAND NO. 24—MISCELLANEOUS, SOCIAL AND DEVELOPMENTAL ORGANISATIONS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 8,40,600 be granted to the President, *on account, for or towards defraying* the charges in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'Miscellaneous, Social and Developmental Organisation'".

DEMAND NO. 25—IRRIGATION, NAVIGATION, EMBANKMENT AND DRAINAGE WORKS (NON-COMMERCIAL)

Mr. Speaker: Motion moved.

"That a sum not exceeding Rs. 2,48,700 be granted to the President, *on account, for or towards defraying* the charges in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'Irrigation, Navigation, Embankment and Drainage Works (Non-Commercial).'"

DEMAND No. 26—ELECTRICITY SCHEMES

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 21,41,000 be granted to the President, *on account, for or towards defraying* the charges in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'Electricity Schemes'".

DEMAND No. 27—PUBLIC WORKS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 32,82,000 be granted to the President, *on account, for or towards defraying* the charges in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'Public Works'".

DEMAND No. 28—CAPITAL OUTLAY ON PUBLIC WORKS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 13,76,700 be granted to the President, *on account, for or towards defraying* the charges in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'Capital Outlay on Public Works'".

DEMAND No 29—PORTS AND PILOTAGE

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 1,88,000 be granted to the President, *on account, for or towards defraying* the charges in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'Ports and Pilotage'".

DEMAND No. 30—ROAD AND WATER TRANSPORT SCHEMES

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 5,37,200 be granted to the President, *on account, for or towards defraying* the charges in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'Roads and Water Transport Schemes'"

DEMAND No. 31—PENSIONS AND OTHER RETIREMENT BENEFITS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 11,75,900 be granted to the President, *on account, for or towards defraying* the charges in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'Pensions and Other Retirement Benefits'".

DEMAND No. 32—STATIONERY AND PRINTING

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 3,31,300 be granted to the President, *on account, for or towards defraying* the charges in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'Stationery and Printing'".

DEMAND No. 33—FOREST

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 3,29,300 be granted to the President, *on account, for or towards defraying* the charges in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'Forest'".

DEMAND No. 34—MISCELLANEOUS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 26,72,000 be granted to the President, *on account, for or towards defraying* the charges in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'Miscellaneous'".

DEMAND No. 35—OTHER MISCELLANEOUS COMPENSATIONS AND ASSIGNMENTS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 38,000 be granted to the President, *on account, for or towards defraying* the charges in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'Other Miscellaneous Compensations and Assignments'".

DEMAND No. 36—CAPITAL OUTLAY ON IMPROVEMENT OF PUBLIC HEALTH

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 16,66,700 be granted to the President, *on account, for or towards defraying* the charges in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'Capital Outlay on Improvement of Public Health'".

DEMAND No. 37—CAPITAL OUTLAY ON SCHEMES OF AGRICULTURAL IMPROVEMENT AND RESEARCH

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 8,66,700 be granted to the President, *on account, for or towards defraying* the charges in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'Capital Outlay on Schemes of Agricultural Improvement and Research'".

DEMAND No. 38—CAPITAL OUTLAY ON INDUSTRIAL AND ECONOMIC DEVELOPMENT

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 9,27,900 be granted to the President, *on account, for or towards defraying* the charges in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'Capital Outlay on Industrial and Economic Development'".

DEMAND No. 39—CAPITAL OUTLAY ON IRRIGATION, NAVIGATION, EMBANKMENT AND DRAINAGE WORKS (NON-COMMERCIAL)

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 1,66,700 be granted to the President, *on account, for or towards defraying* the charges in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'Capital Outlay on Irrigation Navigation, Embankment and Drainage Works (Non-Commercial)'".

DEMAND No. 40—CAPITAL OUTLAY ON ELECTRICITY SCHEMES

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 50,00,000 be granted to the President, *on account, for or towards defraying* the charges in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'Capital Outlay of Electricity Schemes'".

DEMAND No. 41—CAPITAL OUTLAY ON PUBLIC WORKS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 51,57,000 be granted to the President, *on account, for or towards defraying* the charges in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'Capital Outlay on Public Works'".

DEMAND No. 42—CAPITAL OUTLAY ON OTHER WORKS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 10,83,300 be granted to the President, *on account, for or towards defraying* the charges in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of

March, 1968, in respect of 'Capital Outlay on Other Works' ".

DEMAND NO. 43—CAPITAL OUTLAY ON PORTS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 5,00,000 be granted to the President, *on account for or towards defraying* the charges in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'Capital Outlay on Ports' ".

DEMAND NO. 44—CAPITAL OUTLAY ON ROAD AND WATER TRANSPORT SCHEMES

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 2,00,000 be granted to the President, *on account, for or towards defraying* the charges in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'Capital Outlay on Road and Water Transport Schemes' ".

DEMAND NO. 45—CAPITAL OUTLAY ON FORESTS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 5,00,000 be granted to the President, *on account, for or towards defraying* the charges in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'Capital Outlay on Forests' ".

DEMAND NO. 46—CAPITAL OUTLAY ON SCHEMES OF GOVERNMENT TRAINING

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 1,42,90,000 be granted to the President, *on account, for or towards defraying* the charges in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'Capital Outlay on Schemes of Government Trading' ".

DEMAND NO. 47—LOANS AND ADVANCES BY UNION TERRITORY GOVERNMENT

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 17,00,000 be granted to the President, *on account, for or towards defraying* the charges in respect of the Union Territory of Goa, Daman and Diu during the year ending on the 31st day of March, 1968, in respect of 'Loans and Advances by Union Territory Government' ".

DEMAND NO. 1—LAND REVENUE

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 90,200 be granted to the President, to defray the charges in respect of the Union Territory of Goa, Daman and Diu which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Land Revenue' ".

DEMAND NO. 2—STATE EXCISE DUTIES

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 52,000 be granted to the President, to defray the charges in respect of the Union Territory of Goa, Daman and Diu which will come in course of payment during the year ending the 31st day of March, 1967, in respect of of State Excise Duties.

DEMAND NO. 4—SALES TAX

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 100 be granted to the President, to defray the charges in respect of the Union Territory of Goa, Daman and Diu which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Sales Tax' ".

DEMAND NO. 5—OTHER TAXES AND DUTIES

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 45,000 be granted to the President, to defray

the charges in respect of the Union Territory of Goa, Daman and Diu which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Other Taxes and Duties'".

DEMAND NO. 7—REGISTRATION FEES

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 10,800 be granted to the President, to defray the charges in respect of the Union Territory of Goa, Daman and Diu which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Registration Fees'".

DEMAND NO. 9—GENERAL ADMINISTRATION

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 57,000 be granted to the President, to defray the charges in respect of the Union Territory of Goa, Daman and Diu which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'General Administration'".

DEMAND NO. 11—JAILS

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 6,200 be granted to the President, to defray the charges in respect of the Union Territory of Goa, Daman and Diu which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Jails'".

DEMAND NO. 12—POLICE

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 7,64,500 be granted to the President, to defray the charges in respect of the Union Territory of Goa, Daman and Diu which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Police'".

DEMAND NO. 13—MISCELLANEOUS DEPARTMENTS

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 47,400 be granted to the President, to defray the charges in respect of the Union Territory of Goa, Daman and Diu which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Miscellaneous Departments'".

DEMAND NO. 14—SCIENTIFIC DEPARTMENTS

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs 35,700 be granted to the President, to defray the charges in respect of the Union Territory of Goa, Daman and Diu which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Scientific Departments'".

DEMAND NO. 15—EDUCATION

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 29,49,900 be granted to the President, to defray the charges in respect of the Union Territory of Goa, Daman and Diu which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Education'".

DEMAND NO. 16—MEDICAL

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 51,100 be granted to the President, to defray the charges in respect of the Union Territory of Goa, Daman and Diu which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Medical'".

DEMAND No. 18—AGRICULTURE

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 100 be granted to the President, to defray the charges in respect of the Union Territory of Goa, Daman and Diu which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Agriculture'".

DEMAND No. 19—ANIMAL HUSBANDRY

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 63,200 be granted to the President, to defray the charges in respect of the Union Territory of Goa, Daman and Diu which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Animal Husbandry'".

DEMAND No. 20—CO-OPERATION

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 65,100 be granted to the President, to defray the charges in respect of the Union Territory of Goa, Daman and Diu which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Co-operation'".

DEMAND No. 22—COMMUNITY DEVELOPMENT PROJECTS, NATIONAL EXTENSION SERVICE AND LOCAL DEVELOPMENT WORKS

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 34,000 be granted to the President, to defray the charges in respect of the Union Territory of Goa, Daman and Diu which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Community Development Projects, National Extension Service and Local Development Works'".

DEMAND No. 24—MISCELLANEOUS SOCIAL AND DEVELOPMENTAL ORGANIZATIONS

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 4,29,200 be granted to the President, to defray the charges in respect of the Union Territory of Goa, Daman and Diu which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Miscellaneous Social and Developmental Organisations'".

DEMAND No. 25—IRRIGATION NAVIGATION, EMBANKMENT AND DRAINAGE WORKS

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 3,89,500 be granted to the President to defray the charges in respect of the Union Territory of Goa, Daman and Diu, which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Irrigation, Navigation, Embankment and Drainage Works'."

DEMAND No. 27—PUBLIC WORKS

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 1,30,900 be granted to the President to defray the charges in respect of the Union Territory of Goa, Daman and Diu, which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Public Works'."

DEMAND No 28—CAPITAL OUTLAY ON PUBLIC WORKS

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 33,70,000 be granted to the President to defray the charges in respect of the Union Territory of Goa, Daman and Diu, which will come in course of payment during the year ending the 31st day of March, 1967, in respect of Capital Outlay on Public Works'."

ed to the President to defray the charges in respect of the Union Territory of Goa, Daman and Diu, which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Ports and Pilotage'".

DEMAND NO. 30—ROAD AND WATER TRANSPORT SCHEMES

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 3,55,900 be granted to the President to defray the charges in respect of the Union Territory of Goa, Daman and Diu, which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Road and Water Transport Schemes'."

DEMAND NO 31—PENSIONS AND OTHER RETIREMENT BENEFITS

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs 1,500 be granted to the President to defray the charges in respect of the Union Territory of Goa, Daman and Diu which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Pension and Other Retirement Benefits'."

DEMAND NO. 32—STATIONERY AND PRINTING

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs 2,70,100 be granted to the President to defray the charges in respect of the Union Territory of Goa, Daman and Diu which will come in course of payment during the year ending he 31st day of March, 1967, in respect of 'Stationery and Printing'."

DEMAND NO. 33—FOREST

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 1,17,800 be granted to the President to defray the charges in respect of the Union Territory of Goa, Daman and Diu which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Forest'."

DEMAND NO. 36—CAPITAL OUTLAY ON IMPROVEMENT OF PUBLIC HEALTH

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs 17,50,000 be granted to the President to defray the charges in respect of the Union Territory of Goa, Daman and Diu which will come in course of payment during the year ending the 31st day of March, 1967, in respect of Capital Outlay on Improvement of Public Health."

DEMAND NO. 38—CAPITAL OUTLAY ON INDUSTRIAL AND ECONOMIC DEVELOPMENT

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 4,30,000 be granted to the President to defray the charges in respect of the Union Territory of Goa, Daman and Diu which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Capital Outlay on Industrial and Economic Development'."

DEMAND NO 43—CAPITAL OUTLAY ON PORTS

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 6,86,000 be granted to the President to defray the charges in respect of the Union Territory of Goa, Daman and Diu which will come in course of pay-

[Mr. Speaker]

ment during the year ending the 31st day of March, 1967, in respect of 'Capital Outlay on Ports'."

DEMAND No. 44—CAPITAL OUTLAY ON ROAD AND WATER TRANSPORT SCHEMES

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 1,00,000 be granted to the President to defray the charges in respect of the Union Territory of Goa, Daman and Diu which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Capital Outlay on Road and Water Transport Schemes'."

DEMAND No. 45—CAPITAL OUTLAY ON FORESTS

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 9,00,000 be granted to the President to defray the charges in respect of the Union Territory of Goa, Daman and Diu which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Capital Outlay on Forests'."

DEMAND No. 47—LOANS AND ADVANCES

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs 200 be granted to the President to defray the charges in respect of the Union Territory of Goa, Daman and Diu which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Loans and Advances'."

Shri S. M. Banerjee (Kanpur): I submit about Goa Budget and Rajasthan Budget specially that the time left is only five minutes and we want that our protest shou'd be on record that about Rajasthan, where democracy has been raped, we did not get even a chance to discuss the Budget... *(Interruption)*

Mr. Speaker: Even these five minutes you are losing.

Shri Nambiar (Tiruchirapalli): The rancour is there.

An hon. Member: What is the harm in having two hours tomorrow for this?

Mr. Speaker: It has to go to Rajya Sabha and then get the President's assent. All this was discussed at the latest meeting with the leaders. If anybody wants to ask a question, he may do so. We discussed Rajasthan in the debate on the motion for No-confidence for two or three days.

Dr. Karni Singh (Bikaner): Can we not continue it after the half-an-hour discussion?

श्री ओंकार लाल बेरवा (कोटा) : क्या राजस्थान का बजट वैसे ही पास करा दिया जायेगा ?

Dr. Karni Singh: Do we not move our cut motions?

Mr. Speaker: You can move them.

Dr. Karni Singh: You may treat our cut motions as moved.

Mr. Speaker: I would like you to elicit some information. You cannot change the whole thing. It was agreed to. It has to go to Rajya Sabha before President's assent is secured. Therefore without losing time somebody may ask a question.

Shri S. M. Banerjee: Give two and a half minutes for Goa and two and a ha'f minutes for Rajasthan.

Shri S. S. Kothari (Mandsaur): Could we not prolong the sitting by half and hour?

Mr. Speaker: No.

Shri Nambiar: May I ask one question?

Mr. Speaker: About Goa?

Shri Nambiar: No, about Rajasthan.

Mr. Speaker: Then, let me first put the Goa Budget out of the way.

The question is:

"That the respective sums not exceeding the amounts shown in the third column of the order paper, be granted to the President, on account, for or towards defraying the charges in respect of the Union territory of Goa, Daman and Diu during the year ending on the 31st day of March 1968, in respect of the heads of demands entered in the second column thereof against Demands Nos 1 to 47."

The motion was adopted

Mr. Speaker: The question is

"That the respective Supplementary sums not exceedmg the amounts shown in the third column of the order paper be granted to the President to defray the charges in respect of the Union territory of Goa, Daman and Diu which will come in course of payment during the year ending the 31st day of March, 1967 in respect of the following demands entered in the second column thereof —

Demands Nos 1, 2, 4, 5, 7, 9 11 to 16, 18 to 20, 22, 24, 25, 27 to 33, 36, 38, 43 to 45 and 47"

The motion was adopted

17 29 hrs

GOA, DAMAN AND DIU APPROPRIATION (VOTE ON ACCOUNT) BILL*, 1967

The Minister of State in the Ministry of Finance (Shri K. C. Pant): Sir, on behalf of Shri Morarji Desai, I beg to move for leave to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of the Union territory of Goa, Daman and Diu for the services of a part of the financial year 1967-68

Mr. Speaker: The question is

"That leave be granted to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of the Union territory of Goa, Daman and Diu for the services of a part of the financial year 1967-68"

The motion was adopted

Shri K C Pant: Sir, I introduce† the Bill.

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17 29½ hrs

GOA, DAMAN AND DIU APPROPRIATION BILL*, 1967

The Minister of State in the Ministry of Finance (Shri K. C. Pant): Sir, on behalf of Shri Morarji Desai, I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of the Union territory of Goa, Daman and Diu for the services of the financial year 1966-67

Mr Speaker: The question is

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of the Union territory of Goa, Daman and Diu for the services of the financial year 1966-67"

The motion was adopted

Shri K C Pant: Sir, I introduce† the Bill

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*Published in Gazette of India Extraordinary, Part II, section 2, dated 28-3-67

†Introduced with the recommendation of the President.

17.30 hrs.

GOA, DAMAN AND DIU APPROPRIATION (VOTE ON ACCOUNT) BILL, 1967—contd.

The Minister of State in the Ministry of Finance (Shri K. C. Pant): Sir, on behalf of Shri Morarji Desai, I beg to move*:

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of the Union territory of Goa, Daman and Diu for the services of a part of the financial year 1967-68, be taken into consideration."

Mr. Speaker: The question is:

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of the Union territory of Goa, Daman and Diu for the services of a part of the financial year 1967-68, be taken into consideration."

The motion was adopted.

Mr. Speaker: The question is:

"That clauses 1, 2, 3, the Schedule, the Enacting Formula and the Title stand part of the Bill."

The motion was adopted.

Clauses 1, 2, 3, the Schedule, the Enacting Formula and the Title were added to the Bill.

Shri K. C. Pant: Sir, I beg to move:

"That the Bill be passed."

Mr. Speaker: The question is:

"That the Bill be passed."

The motion was adopted.

17.31 hrs.

GOA, DAMAN AND DIU APPROPRIATION BILL, 1967—contd.

The Minister of State in the Ministry of Finance (Shri K. C. Pant): On behalf of Shri Morarji Desai, I move:

"That the Bill be authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of the Union territory of Goa, Daman and Diu for the services of the financial year 1966-67, be taken into consideration."

Mr. Speaker: The question is:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of tha Union territory of Goa, Daman and Diu for the services of the financial year 1966-67 be taken into consideration."

The motion was adopted.

Mr. Speaker: Now, I will put the clauses to the vote of the House.

The question is:

"That clauses 1, 2 and 3, the Schedule, the Enacting Formu'a and the Title stand part of the Bill."

The motion was adopted.

Clauses 1, 2 and 3, the Schedule the Enacting Formula and the Title were added to the Bill.

Shri K. C Pant: I move:

"That the Bill bc passed"

Mr. Speaker: The question is:

"That the Bill be passed"

The motion was adopted.

17.32 hrs.

RAJASTHAN BUDGET, 1967-68

DEMANDS* FOR GRANTS ON ACCOUNT (RAJASTHAN), 1967-68 AND DEMANDS FOR SUPPLEMENTARY GRANTS* (RAJASTHAN) 1966-67

Mr. Speaker: We now take up the Rajasthan Budget.

Are the cut motions being moved?

Dr. Karni Singh (Bikaner): Yes; I will move all my cut motions.

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*Moved with the recommendation of the President.

Shri R. K. Birla (Jhunjhunu): I will also move my cut motion No. 7.

Mr. Speaker: All right.

DEMAND NO. I—LAND REVENUE

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 1,00,86,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of 'Land Revenue'."

DEMAND NO. II—STATE EXCISE DUTIES

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs 41,24,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of 'State Excise Duties'."

DEMAND NO. III—TAXES ON VEHICLES

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 3,20,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of 'Taxes on Vehicles'."

DEMAND NO. IV—SALES TAX

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 21,70,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of 'Sales Tax'."

DEMAND NO. V—OTHER TAXES AND DUTIES

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 4,84,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of 'Other Taxes and Duties'."

DEMAND NO. VI—STAMPS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 1,67,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in resrespect of 'Stamps'."

DEMAND NO VII—REGISTRATION FEES

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 98,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of 'Registration Fees'."

DEMAND NO VIII—STATE LEGISLATURE

Mr Speaker: Motion moved:

"That a sum not exceeding Rs. 14,58,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of 'State Legislature'."

DEMAND NO. IX—GENERAL ADMINISTRATION

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 1,13,76,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of 'General Administration'."

DEMAND NO. X—ADMINISTRATION OF JUSTICE

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 25,22,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of 'Administration of Justice'."

DEMAND NO. XI—JAILS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 16,70,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of 'Jails'."

DEMAND NO. XII—POLICE

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 2,97,24,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of 'Police'."

DEMAND NO. XIII—MISCELLANEOUS DEPARTMENTS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 35,42,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of 'Miscellaneous Departments'."

DEMAND NO. XIV—SCIENTIFIC DEPARTMENTS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 16,70,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of Scientific Departments'."

DEMAND NO. XV—EDUCATION

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 8,44,51,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of 'Education'."

DEMAND NO. XVI—MEDICAL

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 2,34,12,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of 'Medical'."

DEMAND No. XVII—PUBLIC HEALTH

Mr Speaker: Motion moved·

"That a sum not exceeding Rs. 1,89,13,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of Public Health"

DEMAND No XVIII—AGRICULTURE

Mr Speaker: Motion moved

"That a sum not exceeding Rs 1,57,81,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of Agriculture"

DEMAND No XIX—ANAMAL HUSBANDRY

Mr Speaker: Motion moved

"That a sum not exceeding Rs 61,74,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of Animal Husbandry"

DEMAND No XX—COOPERATION

Mr Speaker: Motion moved

"That a sum not exceeding Rs 45,45,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of Cooperation"

DEMAND No XXI—INDUSTRIES

Mr Speaker: Motion moved·

"That a sum not exceeding Rs. 19,21,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of Industries"

DEMAND No XXII—COMMUNITY DEVELOPMENT PROJECTS, NATIONAL EXTENSION SERVICE AND LOCAL DEVELOPMENT WORKS

Mr Speaker: Motion moved

"That a sum not exceeding Rs 99,92,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of Community Development Projects, National Extension Service and Local Development Works"

DEMAND No XXIII—LABOUR AND EMPLOYMENT

Mr Speaker: Motion moved

"That a sum not exceeding Rs 19,85,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of Labour and Employment"

DEMAND No. XXIV—MISCELLANEOUS SOCIAL AND DEVELOPMENT ORGANISATIONS

Mr Speaker: Motion moved

"That a sum not exceeding Rs 68,13,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of Miscellaneous social and developmental organisations"

DEMAND No. XXV—MULTIPURPOSE RIVER SCHEMES

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 1,09,82,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, m respect of Multipurpose river schemes."

DEMAND No. XXVI—IRRIGATION, NAVIGATION, EMBANKMENT AND DRAINAGE WORKS (COMMERCIAL)

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 28,88,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of Irrigation, Navigation, Embankment and Drainage Works (Commercial).

DEMAND No. XXVI—IRRIGATION, NAVIGATION, EMBANKMENT AND DRAINAGE WORKS (NON-COMMERCIAL)

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 24,62,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of Irrigation, Navigation, Embankment and drainage works (Non-commercial)."

DEMAND No. XXVI—CHARGES ON IRRIGATION (COMBINED) ESTABLISHMENT AND TOOLS AND PLANTS

Mr. Speaker: Motion moved·

"That a sum not exceeding Rs 9,41,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of Charges on Irrigation (Combined) Establishment and Tools and Plants."

DEMAND No. XXVII—PUBLIC WORKS

Mr Speaker: Motion moved:

"That a sum not exceeding Rs 3,27,83,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of Public Works."

DEMAND No. XXVII—PUBLIC WORK-CHARGES ON BUILDINGS AND ROADS (COMBINED)—ESTABLISHMENT AND TOOLS AND PLANT

Mr Speaker: Motion moved:

'That a sum not exceeding Rs 30,99,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, m respect of Public Work-Charges on Buildings and Roads (Combined)—Establishment and Tools and Plant."

DEMAND No. XXVII—CAPITAL OUTLAY ON PUBLIC WORKS

Mr Speaker: Motion moved:

"That a sum not exceeding Rs. 21,30,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of Capital Outlay on Public Works."

DEMAND No. XXVIII—FAMINE RELIEF

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 3,22,67,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of Famine Relief."

DEMAND No. XXIX—PENSIONS AND OTHER RETIREMENT BENEFITS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 51,14,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of Pensions and other retirement benefits."

DEMAND No. XXIX—COMMUTATION OF PENSIONS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 93,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of Commutation of Pensions."

DEMAND No. XXX—TERRITORIAL AND POLITICAL PENSIONS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 1,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of Territorial and Political Pensions'."

DEMAND No. XXXI—PRIVY PURSES AND ALLOWANCES OF INDIAN RULERS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 4,17,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of Privy Purses and Allowances of Indian Rulers."

DEMAND No. XXXII—STATIONERY AND PRINTING

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 29,34,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of Stationery and Printing."

DEMAND No. XXXIII—FOREST

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 38,03,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of Forest."

DEMAND No. XXXIV—MISCELLANEOUS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 57,24,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the

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31st day of March, 1968, in respect of Miscellaneous."

DEMAND No. XXXV—OTHER MISCELLANEOUS COMPENSATIONS AND ASSIGNMENTS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 22,92,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of 'Other Miscellaneous compensations and Assignments."

DEMAND No. XXXVI—EXPENDITURE CONNECTED WITH THE NATIONAL EMERGENCY

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 5,00,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of Expenditure connected with the National Emergency".

DEMAND No. XXXVII—PAYMENT OF COMPENSATION TO LANDHOLDERS ETC. ON THE ABOLITION OF THE ZAMINDARI SYSTEM

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 1,16,67,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of Payment of compensation to land-holders etc. on the abolition of the Zamindari system".

DEMAND No. XXXVIII—CAPITAL OUTLAY ON IMPROVEMENT OF PUBLIC HEALTH

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 36,17,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of Capital Outlay on Improvement of Public Health".

DEMAND No. XXXIX—CAPITAL OUTLAY ON SCHEMES OF AGRICULTURAL IMPROVEMENT AND RESEARCH

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 3,97,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of Capital Outlay on schemes of Agricultural improvement and research".

DEMAND No XL—CAPITAL OUTLAY ON INDUSTRIAL AND ECONOMIC DEVELOPMENT

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 38,72,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of Capital Outlay on Industrial and Economic Development".

DEMAND No. XLI—CAPITAL OUTLAY ON MULTI-PURPOSE RIVER SCHEMES

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 2,78,28,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of Capital Outlay on multi-purpose River Schemes".

DEMAND NO. XLI—CAPITAL OUTLAY ON IRRIGATION, NAVIGATION, EMBANKMENT AND DRAINAGE WORKS (COMMERCIAL)

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 2,53,80,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of Capital Outlay on Irrigation, Navigation, Embankment and Draingage Works (Commercial)".

DEMAND NO. XLI—CAPITAL OUTLAY ON IRRIGATION, NAVIGATION, EMBANKMENT AND DRAINAGE WORKS (NON-COMMERCIAL)

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 57,46,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of Capital Outlay on Irrigation, Navigation, Embankment and Drainage Works (Non-Commercial)".

DEMAND NO. XLII—CAPITAL OURLAY ON PUBLIC WORKS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 1,08,92,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of Capital Outlay on Public Works".

DEMAND NO. XLIII—CAPITAL OUTLAY ON OTHER WORKS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 4,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of Capital Outlay on other Works".

DEMAND NO. XLIV—CAPITAL OUTLAY ON ROAD AND WATER TRANSPORT SCHEMES

Mr. Speaker: Motion moved·

"That a sum not exceeding Rs 70,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of Capital Outlay on Road and Water Transport Schemes".

DEMAND NO. XLV—PAYMENTS OF COMMUTED VALUE OF PENSIONS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 93,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of Payments of Commuted Value of Pensions".

DEMAND NO. XLVI—CAPITAL OUTLAY ON SCHEMES OF GOVERNMENT TRADING

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 9,97,88,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of Capital Outlay on Schemes of Government Trading".

DEMAND No. XLVII—LOANS AND ADVANCES BY STATE GOVERNMENT

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 9,01,83,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1968, in respect of Loans and Advances by State Government".

DEMAND No. I—LAND REVENUE

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 27,23,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967 in respect of Land Revenue".

DEMAND No. II—STATE EXCISE DUTIES

Mr. Speaker: Motion moved.

"That a Supplementary sum not exceeding Rs. 3,56,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967 in respect of State Excise Duties".

DEMAND No. III—TAXES ON VEHICLES

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 1,21,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967 in respect of Taxes on Vehicles".

DEMAND No. IV—SALES TAX

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 5,40,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967 in respect of Sales Tax".

DEMAND No. V—OTHER TAXES AND DUTIES

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 1,53,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967 in respect of Other Taxes and Duties".

DEMAND No. VI—STAMPS

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 63,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967 in respect of Stamps".

DEMAND No. VII—REGISTRATION FEES

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 35,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967 in respect of Registration Fees".

DEMAND NO. VIII—STATE LEGISLATURES

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 1,49,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967 in respect of State Legislatures".

DEMAND NO. IX—GENERAL ADMINISTRATION

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 30,33,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967 in respect of General Administration".

DEMAND NO. X—ADMINISTRATION OF JUSTICE

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 3,68,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967 in respect of Administration of Justice".

DEMAND NO. XI—JAILS

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 3,00,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967 in respect of Jails".

DEMAND NO. XIII—MISCELLANEOUS DEPARTMENTS

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 19,52,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967 in respect of Miscellaneous Departments".

DEMAND NO. XIV—SCIENTIFIC DEPARTMENTS

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 8,50,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967 in respect of Scientific Departments".

DEMAND NO. XV—EDUCATION

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 2,27,11,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967 in respect of Education".

DEMAND NO. XVI—MEDICAL

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 37,89,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan to defray the charges which will come in

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course of payment during the year ending the 31st day of March, 1967 in respect of Medical".

DEMAND No. XVII—PUBLIC HEALTH

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 55,70,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967 in respect of Public Health".

DEMAND No. XVIII—AGRICULTURE

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs 1,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967 in respect of Agriculture"

DEMAND No. XIX—ANIMAL HUSBANDRY

Mr. Speaker: Motion moved.

"That a Supplementary sum not exceeding Rs. 30,94,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967 in respect of Animal Husbandry"

DEMAND No. XX—COOPERATION

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 7,77,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967 in respect of Cooperation".

DEMAND No. XXI—INDUSTRIES

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 1,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967 in respect of Industries".

DEMAND No. XXII—COMMUNITY DEVELOPMENT PROJECTS, NATIONAL EXTENSION SERVICE AND LOCAL DEVELOPMENT WORKS

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 11,41,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967 in respect of Community Development Projects, National Extension Service and Local Development Works".

DEMAND No. XXIII—LABOUR AND EMPLOYMENT

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 1,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967 in respect of Labour and Employment".

DEMAND No. XXIV—MISCELLANEOUS SOCIAL AND DEVELOPMENTAL ORGANISATIONS

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 5,78,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of Miscellaneous Social and Developmental Organisations".

DEMAND No. XXV—MULTI-PURPOSE RIVER SCHEMES

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 15,00,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of Multi-purpose River Schemes".

DEMAND No. XXVI—IRRIGATION, NAVIGATION, EMBANKMENT AND DRAINAGE WORKS (COMMERCIAL)

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 16,15,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of Irrigation, Navigation, Embankment and Drainage Works (Commercial)".

DEMAND No. XXVI—IRRIGATION, NAVIGATION, EMBANKMENT AND DRAINAGE WORKS (NON-COMMERCIAL)

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 4,19,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of Irrigation, Navigation, Embankment and Drainage Works (Non-Commercial)".

DEMAND No. XXVI—CHARGES ON IRRIGATION (COMBINED) ESTABLISHMENT AND TOOLS AND PLANT

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 6,19,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of Charges on Irrigation (Combined) Establishment and Tools and Plant".

DEMAND No. XXVII—PUBLIC WORKS

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 2,21,00,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan to defray the charges which will come in Course of payment during the year ending the 31st day of March, 1967, in respect of Public Works".

DEMAND No. XXVII—PUBLIC WORKS—CHARGES ON BUILDINGS AND ROADS (COMBINED) ESTABLISHMENT AND TOOLS AND PLANT.

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 4,23,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan to defray the charges which will come in course of payment during the year ending

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the 31st day of March, 1967, in respect of Public Works—Charges on Buildings and Roads (Combined) Establishment and Tools and Plant."

DEMAND No. XXVIII—FAMINE RELIEF

Mr. Speaker: Motion moved.

"That a Supplementary sum not exceeding Rs. 7,70,00,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of Famine Relief."

DEMAND No. XXIX—PENSIONS AND OTHER RETIREMENT BENEFITS

Mr. Speaker: Motion moved.

"That a Supplementary sum not exceeding Rs. 7,02,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of Pensions and other Retirement Benefits."

DEMAND No. XXXI—PRIVY PURSES AND ALLOWANCES OF INDIAN RULERS

Mr. Speaker: Motion moved.

"That a Supplementary sum not exceeding Rs. 10,74,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of Privy Purses and Allowances of Indian Rulers."

DEMAND No. XXXII—STATIONERY AND PRINTING

Mr. Speaker: Motion moved.

"That a Supplementary sum not exceeding Rs. 1,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of Stationery and Printing."

DEMAND No. XXXIII—FOREST

Mr. Speaker: Motion moved.

"That a Supplementary sum not exceeding Rs. 6,03,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of Forest."

DEMAND No. XXXIV—MISCELLANEOUS

Mr. Speaker: Motion moved.

"That a Supplementary sum not exceeding Rs. 32,75,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of Miscellaneous."

DEMAND No. XXXV—OTHER MISCELLANEOUS COMPENSATIONS AND ASSIGNMENTS

Mr. Speaker: Motion moved.

"That a Supplementary sum not exceeding Rs. 5,46,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of Other Miscellaneous Compensation and Assignments."

DEMAND No. XXXIX—CAPITAL OUTLAY ON SCHEMES OF AGRICULTURAL IMPROVEMENT AND RESEARCH

Mr. Speaker: Motion moved.

"That a Supplementary sum not exceeding Rs. 44,62,000 be granted to the President out of the

Consolidated Fund of the State of Rajasthan to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of Capital Outlay on Schemes of Agricultural Improvement and Research."

DEMAND NO. XL—CAPITAL OUTLAY ON INDUSTRIAL AND ECONOMIC DEVELOPMENT

Mr. Speaker: Motion moved.

"That a Supplementary sum not exceeding Rs. 88,06,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of Capital Outlay on Industrial and Economic Development."

DEMAND NO. XLI—CAPITAL OUTLAY ON MULTI-PURPOSE RIVER SCHEMES

Mr. Speaker: Motion moved.

"That a Supplementary sum not exceeding Rs. 2,70,00,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of Capital Outlay on Multi-purpose River Schemes."

DEMAND NO. XLI—CAPITAL OUTLAY ON IRRIGATION NAVIGATION, EMBANKMENT AND DRAINAGE WORKS (COMMERCIAL)

Mr. Speaker: Motion moved.

"That a Supplementary sum not exceeding Rs. 8,34,84,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of Capital Outlay on Irrigation Navigation, Embankment and Drainage Works (Commercial)."

DEMAND NO. XLI—CAPITAL OUTLAY ON IRRIGATION, NAVIGATION, EMBANKMENT AND DRAINAGE WORKS (NON-COMMERCIAL)

Mr. Speaker: Motion moved.

"That a Supplementary sum not exceeding Rs. 62,80,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of Capital Outlay on Irrigation, Navigation, Embankment and Drainage Works (Non-Commercial)."

DEMAND NO. XLII—CAPITAL OUTLAY ON PUBLIC WORKS

Mr. Speaker: Motion moved.

"That a Supplementary sum not exceeding Rs. 1,03,15,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of Capital Outlay on Public Works."

DEMAND NO. XLVI—CAPITAL OUTLAY ON SCHEMES OF GOVERNMENT TRADING

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 3,41,00,000 be granted to the President out of the Consolidated Fund of the State of Rajasthan to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of Capital Outlay on Schemes of Government Trading."

DEMAND NO. XLVII—LOANS AND ADVANCES BY STATE GOVERNMENTS

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 4,55,30,000 be granted

to the President out of the Consolidated Fund of the State of Rajasthan to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of Loans and Advances by State Governments."

Dr. Karni Singh: I beg to move:

"That the demand for grant on account under the head 28-education (Pages 174—223) be reduced by Rs. 100".

[*Need for educational facilities in rural areas in Rajasthan* (1).]

"That the demand for grant on account under the head 28-education(Pages 174—223) be reduced by Rs. 100".

[*Need for upgrading the schools and colleges in certain towns* (2).]

"That the demand for grant on account under the head 29-Medical (Pages 224—260) be reduced by Rs. 100".

[*Inadequacy of medical supplies in Government Hospitals and the demand on people to buy their own medicines* (3).]

"That the demand for grant on account under the head 31-agriculture (Pages 283—351) be reduced by Rs. 100".

[*Need for repairs to bunds* (4).]

"That the demand for grant on account under the head 31-agriculture (Pages 283—351) be reduced by Rs. 100".

[*Need to promote agriculture* (5).]

"That the demand for grant on account under the head 31-agriculture (Pages 283—351) be reduced by Rs. 100".

[*Need to instal tubewells for agricultural operations* (6).]

Shri B. K. Birla: I beg to move:

"That the demand for grant on account under the head 33-animal husbandry (Pages 352—382) be reduced by Rs. 100".

[*Need for breeding and rearing of high quality wool yielding sheep in Rajasthan* (7).]

Dr. Karni Singh: I beg to move:

"That the demand for grant on account under the head 35-industries (Pages 392—408) be reduced by Rs. 100".

[*Need for dispersal of industries equally in all parts of the State* (8).]

"That the demand for grant on account under the head 35-industries (Pages 392—406) be reduced by Rs. 100".

[*Need for setting up public undertakings to provide employment to the large number of unemployed* (9)]

"That the demand for grant on account under the head 43-irrigation, navigation, embankment and drainage works (commercial) (Pages 454—458) be reduced by Rs. 100".

[*Question of lift channel on Rajasthan canal to provide irrigation and drinking water to certain brackish water areas* (10).]

"That the demand for grant on account under the head 64-famine relief (Pages 482—485) be reduced by Rs. 100".

[*Need for famine relief measures in Rajasthan in view of the drought conditions for the last few years* (11).]

Sir, I think, I will have to be a genius to ask a question in 10 seconds.

I would like to ask one question that pertains to the Rajasthan Canal. There is a good deal of shortage in the country for food and the question whether the Rajasthan Canal should be taken over by the Centre or not has been exercising the minds of the people. May I know whether the

Government have any proposals, now that there is the President's rule in Rajasthan, to take over the Rajasthan Canal project under the Centre and implement it quicker than it is being done at the moment?

Shri R. K. Birla: Mr. Speaker, Sir . . .

श्री मधु लिमये (मुंगेर) : माननीय सदस्य हिन्दी में बोलें। वह राजस्थान के हैं फिर भी अंग्रेजी चला रहे हैं।

Shri R. K. Birla: May I know whether there has been a drastic cut in the electric power to the industrial units of Rajasthan as well as to the agricultural farms very recently and, if so, why? The Rajasthan Government has installed a gas turbine in Kotah at a heavy cost of about a few crores of rupees and I understand that that turbine has been lying idle for the last so many years. What steps are the Government of India taking to put that turbine into commission. That is very important.

श्री मधु लिमये : राजस्थान में अब राष्ट्रपति शासन है और इसी लिये केन्द्रीय सरकार के द्वारा यह बजट पेश हुआ है। इस लिये मंत्री महोदय अपनी जिम्मेदारी से नहीं भाग सकते। मुझे अपने प्रश्न का उत्तर मिलना चाहिए।

मैं ने पिछले गुरुवार को 132 सेर सोने के बारे में सवाल पूछा था जिसका मामला राजस्थान में चल रहा था और जिसको लेकर लोक-सभा राज्य सभा और विधान सभा के कई सदस्यों ने राष्ट्रपति को एक स्मरण-पत्र दिया था उस सवाल का यह जवाब आया :

"As intimated by the Rajasthan Government, the same gold, as was mentioned in the Panchanama, was later received in the Chittorgarh Treasury for which a receipt was given by the District Magistrate. This gold is still in the custody of the State Government."

मैंने पंचनामा का सबूत यहां पर अलग से दिया और जो खजाने में सोना जमा किया गया था, उस की रसीद भी मैंने सदन के सामने रखी। ये दो सोने बिल्कुल अलग हैं : एक तो पंचनामा वाला सोना जिसका सबूत मैं ने अलग से दिया और दूसरा 56 किलो वह सोना, जो खजाने में जमा हुआ और जिसकी रसीद मैं ने यहां पर रखी। फिर भी यह महाशय—वित्त मंत्री साहब – कहते हैं "राजस्थान सरकार के कथनानुसार....."। मैं निवेदन करना चाहता हूं कि सोने का मामला केन्द्रीय सरकार का है—पहले भी था और अब तो इस बारे मे कोई सवाल ही नही है, क्योंकि राजस्थान के बारे में केन्द्रीय सरकार की पूरी जिम्मेदारी है।

भूतपूर्व मुख्य मंत्री, सुखाड़िया, ने भारत सुरक्षा कानून और उस के अन्तर्गत नियमों को भंग करके इस बात की जरा भी जांच नही की कि यह सोना कहां से आया, यह घोषित सोना था या नहीं। मैं यह जानना चाहता हूं कि क्या सरकार पंचनामा वाले सोने और खजाने वाले सोने को अपने कब्जे में लेकर सुखाड़िया को भारत सुरक्षा कानून को भंग करने के आरोप मे जेल भेज देने का कोई उपाय ढूंढ रही है।

गृह-मंत्री साहब भी यहां बैठे हुये है। मैं ने उन को मेमोरैंडम की नकल दी थी। पिछली बार उन्होंने मुझसे पूछा था कि क्या किया जाये। मैं ने उन को कहा था कि उन के पास इन्टैलिजेंस ब्यूरो है, सैंट्रल ब्यूरो आफ इन्वेस्टीगेशन है औ

[श्री मधु लिमये]

वित्त मंत्रालय के पास भी जांच के कई साधन हैं। इन सभी साधनों का, हथियारों का, इस्तेमाल कर के इस मामले की जांच की जाये, 132 किलो सोना केन्द्रीय सरकार के खजाने में जमा किया जाये और जो अपराधी लोग हैं, उन को जेल में भेजा जाये। इस बारे में गृह-मंत्री और वित्त मंत्री जवाब दें।

श्री ओंकार लाल बेरवा (कोटा) : मैं जानना चाहता हूं कि (ए) चूंकि हाल की ओला वृष्टि से राजस्थान के नौ जिलों में फ़सल बरबाद हो चुकी है, इस लिये सरकार वहां के किसानों को छूट देने के लिए क्या उपाय कर रही है, (बी) 7 मार्च को जयपुर में हुये गोलीकांड में जो लोग मारे गये, सरकार ने उन के परिवारों के लिये क्या उपाय किया है, (सी) गांधीसागर डैम में इस वक्त कितना पानी है, कितने टरबाइन काम कर रहे हैं, कितनी बिजली बन रही है और बिजली की कमी को पूरा करने के लिये सरकार क्या उपाय कर रही है, वे टरबाइन कब तक चलते रहेंगे, क्या उनकी कमी को पूरा करने के लिये सरकार कोई नई लाइन निकालने जा रही है; यदि हां, तो उस पर कितना खर्च होगा।

श्री अटल बिहारी वाजपेयी (बलरामपुर) : 7 मार्च को जयपुर मे गोलीकांड हुआ था। उसमें कितने व्यक्ति मरे, इसकी अभी तक जानकारी नहीं है यह घोषणा की गई थी कि जयपुर के गोलीकांड की जांच के लिये हाई कोर्ट के किसी जज को नियुक्त किया जायेगा। मैं जानना चाहता हूं कि क्या किसी जज को नियुक्त किया गया है; यदि हां, तो उन का नाम क्या है और उन्हें किस परिधि के भीतर काम करना है। यह मांग भी की गई थी कि राजस्थान से बाहर के किसी जज को नियुक्त करना चाहिए। उसके सम्बन्ध में गृह-मंत्रालय की क्या प्रतिक्रिया है और इस के बारे में कौन से कदम उठाये गये हैं?

डा० राम मनोहर लोहिया (कन्नौज) : मेरा भी सोने का मामला है, जो कि रामगढ़ और चिरन्जीत लाल गोयनका से सम्बन्ध रखता है। वह सोना रामगढ़ में न जाने कितनी दीवालें और तहखाने तोड़कर निकाला गया था और वह तेरह चौदह लाख रुपये का सोना है। जब यह सवाल उठा था, तब माननीय मंत्री जी ने इस का उत्तर यह दिया था कि चूंकि चिरन्जीत लाल गोयनका साहब जमानत पर छूटे हुए हैं, इस लिये उन पर कोई कार्यवाही नहीं हो सकती। जोधपुर राजस्थान के उच्च न्यायालय ने फैसला दे दिया है कि इन गोयनका साहब ने इन्दौर में जाकर ऐसी चालबाज़ी की थी कि बैंक में झूठे कागज वगैरह जमा कर दिये—बाद में जमा किये पहले की तारीख देकर—कि यह सोना उन्होंने चीन की लड़ाई के लिये दे दिया था। बाद में जोधपुर के उच्च न्यायालय ने अपने फैसले में लिखा है कि यह बिल्कुल चार-सौ बीस है, ऐसा कोई कागज नहीं था, क्योंकि जब तारीखें मिलाई गईं, तो पता चला कि जो पहले फार्म देना चाहिए था और जो दिया गया, वे दोनों फार्म बिल्कुल अलग-अलग हैं। जोधपुर उच्च न्यायालय ने साफ़ कहा है कि बिल्कुल बेईमानी कर के उन्होंने दिखाना चाहा कि हम ने सोना दे दिया था। एक सवाल तो उनके खिलाफ कार्यवाही करने का है। उसके साथ साथ यह भी सवाल है कि जब कभी आप राष्ट्रपति शासन की बात सोचें, तो मेहरबानी कर के आज के भारत की अवस्था को ध्यान में रखें कि किस तरह से सोना इत्यादि काम में लाया जाता है। आप यहां बाहर की, यूरोप की, शासन-पद्धतियों को सिर्फ न देखा करें। एक एक आदमी के वोट जीतने के लिये जहां

रुपये का इस्तेमाल राजस्थान और उत्तर-प्रदेश में हुआ है। इस समय यह भी पूछना चाहता हूं कि क्या गृह मंत्री महाशय इन पुराने कामों पर और खास तौर पर चिरन्जीत लाल गोयनका के सोने के मामले को लेकर थोड़ा बहुत शरमाते हैं और अब उत्तर प्रदेश और राजस्थान में जो जनता ने सरकार चाही है, उसको कायम होने देते हैं और रुपये के सहारे पर लोगों को इधर-उधर खरीदने में मदद नहीं करते हैं। यह खरीद अब बिलकुल बन्द होनी चाहिये।

Mr. Speaker: I would suggest that hon. Members should be very brief in their questions, because we are to have the half-an-hour discussion also after this.

Shri S. M. Banerjee (Kanpur): During the discussion on the no-confidence motion, the hon. Home Minister had assured this House that proper steps would be taken and a duly elected Government would be allowed to be formed when the situation became normal. According to the information available to us, the situation is abnormally normal. So, I would like to know whether the Government of India have taken a decision in the matter and would see that a Government is formed by the people there.

Shri Nambiar (Tiruchirappalli): I would reiterate and stress the question put by my hon. friend Shri S.M. Banerjee. Willy-nilly we are allowing the interim budget to be passed by this House. But I want to know whether at least in the case of the final budget, when it comes in May or June this year, it will be possible to present it to the Rajasthan Assembly.

Mr. Speaker: That was exactly the question that Shri S. M. Banerjee had asked.

Shri Nambiar: Will it be possible for the final budget to be presented before the elected Members of th Rajasthan Assembly? Will they be given an opportunity to discuss it for the benefit of the Rajasthan people and the Indian people as a whole?

श्री शशिभूषण वाजपेयी (खारगोन) : अध्यक्ष महोदय मैं गृह मंत्री महोदय से यह प्रश्न करना चाहता हूं कि राजस्थान में अव्यवस्था बनाने के लिये दूसरे प्रान्तों से बाहर से कितने गुण्डे लाये गये और कितने पुलिस वालों को चोटें आईं जिससे गरीब पुलिस वाले बेरोजगार हो गये जिनके हाथ-पैर टूटे हैं ?

दूसरा प्रश्न मैं यह करना चाहता हूं कि जो यह सोने की बात रखी गई है, अध्यक्ष महोदय, अगर इजाजत दें तो यह बहुत अहम मसला है तथा इसे किसी बाहरी अदालत में पेश किया जाय ताकि झूठा इल्जाम लगाने वालों का पता चल सके ?

The Minister of State in the Ministry of Finance (Shri K. C. Pant): I am sorry that we could not debate either of these sets of Demands fully, because I am sure that if the full debate had taken place we would have got many useful suggestions. Since it is fortuitous that these Demands are before this House and we are only acting in a sense as baby-sitters till the legitimate mothers claim these babies, we could have passed on those suggestions to them. Anyway, I shall try to meet the few questions that have been raised.

Regarding the Rajasthan Canal, there was a proposal at one stage to have an independent authority to take care of the Rajasthan canal, but that was later deferred and it is now part of the Rajasthan State plan. However, I may say that a large part of the expenditure incurred on the Rajasthan canal is born by the Centre.

Dr. Karni Singh: But are Government satisfied that the work is slowed

[Dr. Karni Singh.]

up because the Rajasthan Government had a say in the matter?

Shri K. C. Pant: I hope the Rajasthan Governmenat will not be blamed because it is not there; but we want to see that the Rajasthan Government is back quickly.

Regarding power cut, I would only like to say that the reason for the power cut is that because of drought, less water has collected in the Gandhisagar dam in Madhya Pradesh which is the main source of power supply to Rajasthan. It is for this reason that there has been a power cut.

So far as the turbine is concerned, the use of the gas turbine was not considered so far, but the question of using it in the coming months is now being examined.

Shri B. K. Birla: May I know why the use of the gas turbine was not considered necessary before? You know very well that practically all the industries in Rajasthan and agricultural implements run by electricity are almost closed.

Shri K. C. Pant: Shri Madhu Limaye had raised the question of gold. I am sorry he is not here now....

Some hon. Members: We are all here.

Shri K. C. Pant: The reason why I am sorry is this He has been taking very consistent interest in this matter and I would certainly have liked to place the information that I have before him. Anyway, I am glad he is coming into the House now.

Of course, I do suffer from one limitation. I can only give the information I have received from official sources, the State Government. The information I have, the Government have, received from the State Government is that the gold mentioned in the panchnama and the gold in the treasury is the same gold.

श्री मधु लिमये : राजस्थान सरकार द्वारा दी गई जानकारी हम नहीं चाहते हैं, इनको तो कई दफा सुन चुके हैं । इनके सी० बी० आई० और इन्टेलिजेन्स ब्यूरो क्या करते हैं ?

Shri K. C. Pant: I am not yielding. I explained that he was not in the House. I can only give the information I have received from the State Government.

श्री मधु लिमये : आप असली दफा अपनी जानकारी दीजिये लेकिन इस तरह की राज्य सरकार की जानकारी हमें नही चाहिये ।

Shri K. C. Pant: The dates on the panchnama as well as on the treasury receipts are the same.

श्री मधु लिमये : तो क्या हुआ उससे वह सोना अलग है ।

Shri K. C. Pant: I am not here to be cross-examined I am only giving information.

डा० राम मनोहर लोहिया क्यो, क्यों, ऐसे क्या आप बडे हो गये है ।

श्री के० सी० पन्त : बड़े की बात नहीं है ।

डा० राम मनोहर लोहिया : अब राजस्थान मे सरकार आपकी है ।

Mr. Speaker: If they do not want it, he need not give it.

Shri K. C. Pant: I would like to give whatever information I have. It is my duty to the House.

डा० राम मनोहर लोहिया : यह भूल रहे हो कि राजस्थान में आपकी सरकार है, वहां अब सुखाड़िया नहीं रह गये हैं ।

श्री शिव नारायण (बस्ती) : यह हल्ला क्यों कर रहे हैं ?

श्री मधु लिमये : हल्ला कौन कर रहा है, जवाब आना चाहिये ।

श्री इसहाक सम्भाली (अमरोहा) : अपनी जानकारी दीजिये सुखाड़िया वाली जानकारी न दीजिये ।

Shri K. C. Pant: The weight of gold indicated in the panchnama is approximately the same as the weight of gold in the treasury and mentioned in the treasury receipt.

We have been told by the Rajasthan Government that the Deputy Commissioner and the SP were there on the spot when this gold was recovered and that they accompanied the gold to the treasury. Shri Sukhadia does not have the gold. The gold lies in the treasury. That is the present position.

श्री मधु लिमये : यह जरूरी नही है कि यह सही है । कितने किलो सोना था ?

Shri K. C. Pant: 66 point odd.

श्री मधु लिमये : नही ज्यादा था, 120 किलो होना चाहिये ।

श्री रणधीर सिंह (रोहतक) : आपने गलत तोला है ।

Shri K. C. Pant: Shri Berwa raised the question of relief measures because of the damage done by hailstorms. I have got a long list of relief measures. In the course of the last year itself, the overall budgetary position of the Rajasthan Government has suffered to the extent of Rs. 10—12 crores because of relief measures. It has had to undertake because of drought and other natural calamities. I will not go into the details because I do not have the time.

So far as Shri Bajpai's question is concerned, it is addressed specifically to the Home Minister and I cannot deal with it.

श्री ओंकार लाल बेरवा : मैंने तीन प्रश्न किये थे श्रीमन् । ए, बी और सी— एक का जवाब आया है, बी और सी का आना बाकी है ।

अध्यक्ष महोदय : टाइम की बात है ।

श्री ओंकार लाल बेरवा : मैंने तीन सप्लीमेंटरी किये थे उनके जवाब मिलने चाहियें ।

Mr. Speaker: Order, order. It is time now. There is a half-an-hour discussion also to be had.

श्री ओंकार लाल बेरवा : 7 मार्च के गोली काण्ड वालो को क्या सहायता दी जायगी, गांधी सागर की टरबाइन्ज कितनी बिजली पैदा करेंगी, कब तक चलेंगी और कितना खर्चा होगा और कब तक नई लाइनें लगाई जायेंगी ?

Shri K. C. Pant: I am trying to finish quickly. If there are no interruptions, I can do that.

श्री ओंकार लाल बेरवा : लेकिन मेरे प्रश्नो का उत्तर तो देना चाहिये ।

Shri K. C. Pant: Dr. Lohia raised the question of the gold of Shri Chiranjitlal Goenka. I am sorry I do not have the information and I shall require notice. But I am thankful to him for the information he has given. I shall certainly have it looked into.

डा० राम मनोहर लोहिया : अध्यक्ष महोदय, जब इस तरह से राष्ट्रपति शासन बना दिया जाता है, तब पैसा इधर-उधर फेंक कर इनको आदमी अपनी तरफ़ तोड़ने की सहूलियत हो जाती है, इस की तरफ ध्यान देकर कुछ बताइये ।

Shri K. C. Pant: The question was addressed specifically to the Home Minister. Similarly Shri S. M. Banerjee's question was addressed to the

[Shri K. C. Pant]

Home Minister. I do not think I have any other points to cover.

श्री मधु लिमये : क्या गृह मंत्री जवाब नहीं देंगे ।

अध्यक्ष महोदय : नही ।

श्री मधु लिमये : वे तैयार हैं, उनकी तरफ़ मेहरबानी हो जाये ।

Mr. Speaker: I shall now put the cut motions to the vote of the House.

श्री मधु लिमये : इस पर मैं कुछ निवेदन करना चाहूंगा ।

Mr. Speaker: No.

The Minister of Home Affairs (Shri Y. B. Chavan): Since I am here, I would like to give some information. The hon. Member asked the number of persons who died on the 7th March, when firing took place. From Press reports and the official reports that I had received, the number is eight. But even this particular fact is the subject matter of judicial enquiry and so I would not like to give a final answer on that point.

The Governor has made a reference to the Chief Justice about the judicial enquiry and the selection of the judge and I think the matter will be settled there.

Shri A. B. Vajpayee: Why so much delay? Firing took place on the 7th March and today we are on the 28th March. Till now no judge had been appointed.

श्री यशवन्त राव चव्हाण : अब जज का सैलेक्शन एक महत्वपूर्ण मामला है जिसके लिये कि चीफ़ जस्टिस की मंजूरी और सम्बन्धित व्यक्ति की भी सहमति प्राप्त करनी होती है और जाहिर है कि इस प्रक्रिया में टाइम लगता है । यह कोई ऐसी तो बात नहीं है कि जिसे चाहा एक आर्डर कर दिया । इसमें किसी को आर्डर करने की तो बात होती नहीं है । उनको पूछना होता है और उनकी मान्यता लेनी पड़ती है । कोई एक नीचे के अफसरों को आर्डर देने जैसी कोई बात तो है नहीं ।

The selection of a judge is an important matter for which the consent of the Chief Justice and the consent of the person concerned has to be secured. That is one part of it. The other question was put by Mr. Banerjee. I can say that we are as keen as they are to restore the responsible Government in Rajasthan. But I have to wait for a report from there saying whether the situation has come to normal.

श्री स० मो० बनर्जी : वह तो जब तक आपकी मेजोरिटी नहीं बनेगी तब तक नौरमल्सी नहीं आयेगी ।

Shri Y. B Chavan: Why are you so diffident about your own support?

श्री मधु लिमये : अध्यक्ष महोदय, अब ये वहां पैसा खर्च कर के और लोगों को तोड़ कर के कब तक वहां पर सरकार बनायेंगे ?

श्री यशवन्त राव चव्हाण : दोनों तरफ़ होता है ।

श्री मधु लिमये : हमारे पास कहां पैसा है ? वह तो उधर से ही चलता है ।

Mr. Speaker: I shall now put the cut motions to the vote of the House.

All the cut motions were put and negatived.

Mr. Speaker: The question is:

"That the respective sums not exceeding the amounts shown in the third column of the order

paper, be granted to the President out of the Consolidated Fund of the State of Rajasthan, *on account* for or towards defraying the charges during the year ending on the 31st day of March, 1968, in respect of the heads of demands entered in the second column thereof against Demand Nos 1 to XLVII."

The motion was accepted.

Mr. Speaker: The question is:

"That the respective Supplementary sums not exceeding the amounts shown in the third column of the order paper be granted to the President out of the Consolidated Fund of the State of Rajasthan to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of the following demands entered in the second column thereof Demands Nos. I to XI, XIII to XXIX XXXI to XXXV, XXXIX to XLII XLVI and XLVII"

The motion was adopted

17.53 hrs

RAJASTHAN (APPROPRIATION VOTE ON ACCOUNT) BILL*, 1967

The Minister of State in the Ministry of Finance (Shri K. C. Pant): Sir, I move for leave to introduce a Bill to provide for the withdrawal of certain sums from and out of the consolidated Fund of the State of Rajasthan for the services of a part of the financial year 1967-68

Mr. Speaker: The question is:

"That leave be granted to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of the State of Rajasthan for the services of a part of the financial year 1967-68."

The motion was adopted

डा० राम मनोहर लोहिया (कन्नौज) अध्यक्ष महोदय, इस पर कायदे के हिसाब से आपको कम से कम दो दो मिनट बोलने का समय देना चाहिए खास करके जब कि गृह मंत्री इतना रुपया खर्च करके लोगो को तोड़ रहे हैं।

Shri K. C. Pant: Sir, I introduce† the Bill

Sir, I also beg to move@:

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of the State of Rajasthan for the services of a part of the financial year 1967-68, be taken into consideration."

Mr. Speaker: The question is:

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of the State of Rajasthan for the services of a part of the financial year 1967-68, be taken into consideration"

The motion was adopted

Mr. Speaker: The question is:

"That clauses 1, 2, 3, the Schedule, the Enacting Formula and the Title stand part of the Bill."

The motion was adopted.

Clauses 1, 2, 3, the Schedule, the Enacting Formula and the Title were then added to the Bill

Shri K. C. Pant: I beg to move

"That the Bill be passed"

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*Published in Gazette of India Extraordinary, Part II, section 2, dated 28-3-67.

†Introduced with the recommendation of the President.

@Moved with the recommendations of the President.

Mr. Speaker: The question is:

"That the Bill be passed."

The motion was adopted.

17.55 hrs.

RAJASTHAN APPROPRIATION BILL, 1967*

The Minister of State in the Ministry of Finance (Shri K. C. Pant): I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of the State of Rajasthan for the services of the financial year 1966-67

Mr. Speaker: The question is,

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of the State of Rajasthan for the services of the financial year 1966-67"

The motion was adopted

Shri K. C. Pant: I introduce† the Bill.

I also beg to move†:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of the State of Rajasthan for the services of the financial year 1966-67, be taken into consideration."

Mr. Speaker: The question is:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of the State of Rajasthan for the services of the financial year 1966-67, be taken into consideration."

The motion was adopted

Mr. Speaker: The question is:

"That clauses 1, 2, 3, the Schedule, the Enacting Formula and the Title stand part of the Bill."

The motion was adopted.

Clauses 1, 2, 3, the Schedule, the Enacting Formula and the Title were then added to the Bill

Shri K. C. Pant: I beg to move:

"That the Bill be passed."

Mr. Speaker: The question is:

"That the Bill be passed."

The motion was adopted

17.56 hrs.

RE. HALF-AN-HOUR DISCUSSION

Mr. Speaker: The next item on the agenda is the half-an-hour discussion on points arising out of the answer given on the 20th March, 1967, to Starred Question No 7 regarding Indo-Ceylon Agreement of October, 1964 (*Interruption*).

Shri Umanath: Would you like to sit beyond six?

Some hon. Members: Yes. (*Interruption*).

An hon. Member: Tomorrow.

Mr. Speaker: I do not mind; why not tomorrow?

Shri Umanath (Pudukkottai): Yes

Mr. Speaker: We will take it up tomorrow, if it is not inconvenient to the Minister.

The Minister of External Affairs (Shri M C. Chagla): No inconvenience.

17. 57 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, March 29, 1967/Chaitra 8, 1889 (Saka).

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*Published in Gazette of India Ex-traordinary, Part II, section 2, dated 28-3-67.

†Introduced/moved with the recommendation of the President.

GMGIPND—LS II—2867 (Ai) LSD—25-4-67—970.